

**~STATE HIGHWAYS~
Archive Collection
Hampden County Registry of Deeds**



WEST SPRINGFIELD



*Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth*



1965	STATE HIGHWAY LAYOUT #5518 I-91, I-291 layout.
1966	STATE HIGHWAY LAYOUT #5623 I-91, layout.
1967	STATE HIGHWAY LAYOUT #5682 I-90, Mass. Pike, Route 5, Riverdale Rd.
1941	STATE HIGHWAY LAYOUT #3398 Route 5, Riverdale Rd., widening of east line to river between stations 174 - 177.
1942	STATE HIGHWAY LAYOUT #3423 Route 5, Riverdale Rd., Holyoke line to south of Wayside Ave.
1947	STATE HIGHWAY LAYOUT #3562 Feeding Hills Bridge at junction of River St. & Memorial Ave.
1950	STATE HIGHWAY LAYOUT #3797 Memorial Bridge, West Springfield to Springfield.
1951	STATE HIGHWAY LAYOUT #3867 Tatham Hill Bridge, over Boston & Albany railroad tracks.
1952	STATE HIGHWAY LAYOUT #3977 Chicopee-West Springfield Bridge location in West Springfield.
1952	STATE HIGHWAY LAYOUT #3987 Route 5, Riverdale Rd., north of Beauview Terr. Southerly to North End Bridge.
1952	STATE HIGHWAY LAYOUT #3989 Route 5, Riverdale Rd., North End Bridge to James Ave.
1952	STATE HIGHWAY LAYOUT #4015 Route 5, Riverdale Rd., alteration at North End Bridge.



1953	STATE HIGHWAY LAYOUT #4050 Route 5, Riverdale Rd., part of layout #4015, no egress voided to allow egress only.
1953	STATE HIGHWAY LAYOUT #4053 Route 5, Riverdale Rd., James Ave to Bridge St.
1953	STATE HIGHWAY LAYOUT #4083 Route 5, Riverdale Rd., Bridge St. to Agawam line and amendment to easement to Western Massachusetts Electric Company.
1954	STATE HIGHWAY LAYOUT #4161 Route 5, Riverdale Rd., parcel given to town of West Springfield near Bridge St.
1954	STATE HIGHWAY LAYOUT #4223 Route 5, to Memorial Ave., Agawam Ave., Palmer Ave. & Union St.
1955	STATE HIGHWAY LAYOUT #4328 Route 20, Westfield St., Boston & Albany railroad crossing westerly to 1932 location line.
1956	STATE HIGHWAY LAYOUT #4494 Route 5, Riverdale Rd., relocation of south line near Agawam Ave. at intersection of Memorial Bridge rotary.
1965	STATE HIGHWAY LAYOUT #5499 Route 5, Riverdale Street, revising limited access on southeasterly line near Elmdale Street.
1967	STATE HIGHWAY LAYOUT #5706 Route 5, Riverdale Rd., four alterations widening near Brush Hill Ave., Wayside Ave., Morgan Rd. & Elm St.
1968	STATE HIGHWAY LAYOUT #5778 I-91, widening south line of Ramp A, near Prosepct Ave.



1971	STATE HIGHWAY LAYOUT #5913 I-91, revising location around two parcels of land not required for highway near Prospect Ave. & Riverdale St.
1973	STATE HIGHWAY LAYOUT #5992 Route 5, Riverdale Rd., widening both sides near Whitney St.
1974	STATE HIGHWAY LAYOUT #5189 Route 5, Riverdale Rd., at corner of Marion St. small parcel taken.
1988	STATE HIGHWAY LAYOUT #6813 Route 5, Riverdale St., relocation of easterly line stations 108-125.
1955	STATE HIGHWAY LAYOUT #28 I-90, Mass. Pike, Westfield line to station 470.
1956	STATE HIGHWAY LAYOUT #28-1 I-90, Mass. Pike, alteration near Westfield line.
1956	STATE HIGHWAY LAYOUT #28-2 I-90, Mass. Pike, correction of plan layout #28 (recorded Plan Book 48, Pages 17-35).
1955	STATE HIGHWAY LAYOUT #73 I-90, Mass. Pike, easement near station 457.
1955	STATE HIGHWAY LAYOUT #87 I-90, Mass. Pike, station 123 to Connecticut River.
1955	STATE HIGHWAY LAYOUT #87-1 I-90, Mass. Pike, relocation of Althea St. near Riverdale Rd.
1956	STATE HIGHWAY LAYOUT #87-2 I-90, Mass. Pike, ramp on Riverdale Rd.



1956	STATE HIGHWAY LAYOUT #87-3 I-90, Mass. Pike, takings on Connecticut River.
1957	STATE HIGHWAY LAYOUT #187 I-90, Mass. Pike, location lines from Route 5 to Chicopee.
1906	Lands taken for State Highway purposes in West Springfield - written document - refers to Hampden County Registry of Deeds Book 701, Page 570.
1905	Lands taken for State Highway purposes in West Springfield - written document - refers to Hampden County Registry of Deeds Book 691, Page 122.
1974	STATE HIGHWAY LAYOUT #6189 Land taken for State Highway purposes in West Springfield on Route 5, aka Riverdale Road.
1941	STATE HIGHWAY LAYOUT #3375 Route 5, Riverdale Rd., south of Wayside Ave. to south of Witch Path.

1965

West Springfield



STATE HIGHWAY LAYOUT #5518
I-91, I-291 layout.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 101 PAGES 120(a)-123(b).

INDEXING

STATE HIGHWAY LAYOUT #5518

- Image Info SH70001 West Springfield
- Image Info SH70001 I-91
- Image Info SH70001 I-291
- Image Info SH70001 Riverdale Road
- Image Info SH70001 Connecticut River

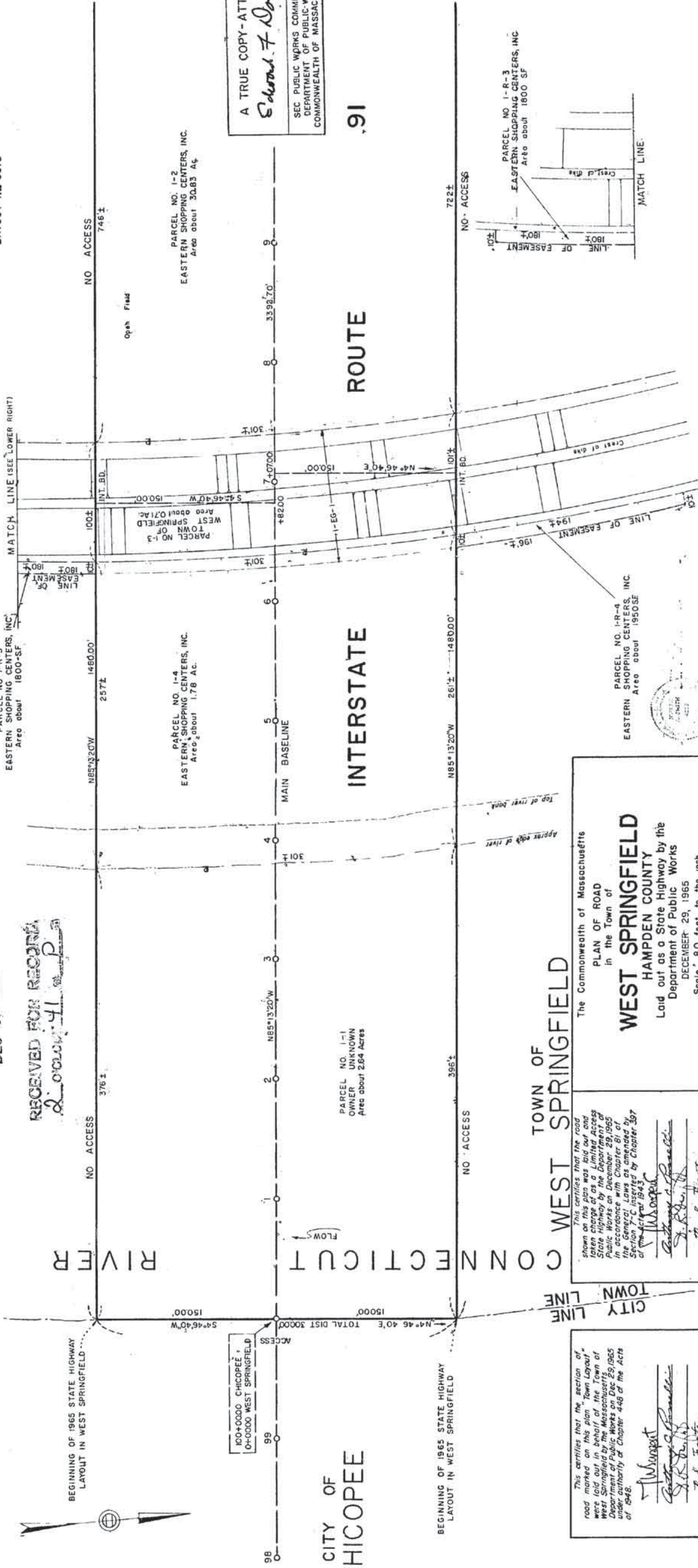
Blaine 101 Page 120

37647

DEC 29 1965

RECEIVED FOR RECORD
2000-41-10

WEST SPRINGFIELD 1965 LAYOUT - SHEET 1 OF 7 SHEETS
(LIMITED ACCESS)
LAYOUT No 5518



A TRUE COPY-ATTEST
Edward F. Doyle
SEC PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the section of road marked on this plan "Town Layout" were laid out in behalf of the Town of West Springfield by the Massachusetts Department of Public Works on December 29, 1965 in accordance with Chapter 446 of the Acts of 1948.

W. W. W. W.
W. W. W. W.
W. W. W. W.
W. W. W. W.
Department of Public Works

This certifies that the road shown on this plan was laid out and given charge of as a Limited Access Road by the Massachusetts Department of Public Works on December 29, 1965 in accordance with Chapter 61 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1948.

W. W. W. W.
W. W. W. W.
W. W. W. W.
W. W. W. W.
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
DECEMBER 29, 1965
Scale: 80 feet to the inch
W. W. W. W.
Chief Engineer
Layout No 5518



SHEET 2

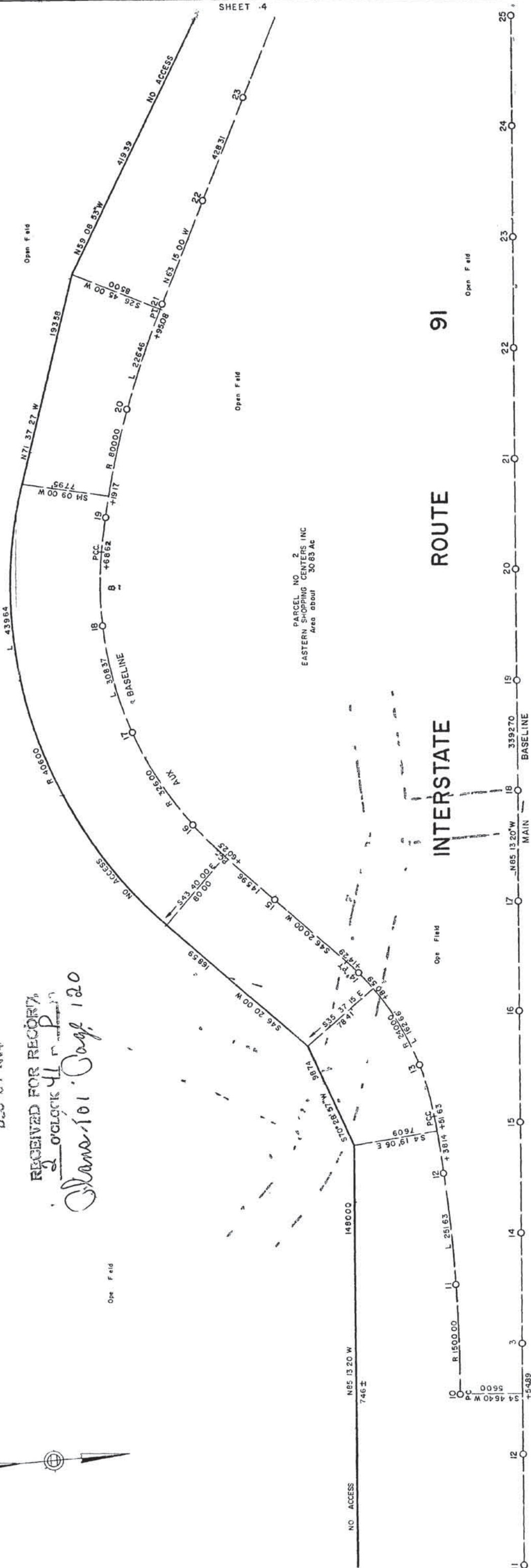
SHEET 3

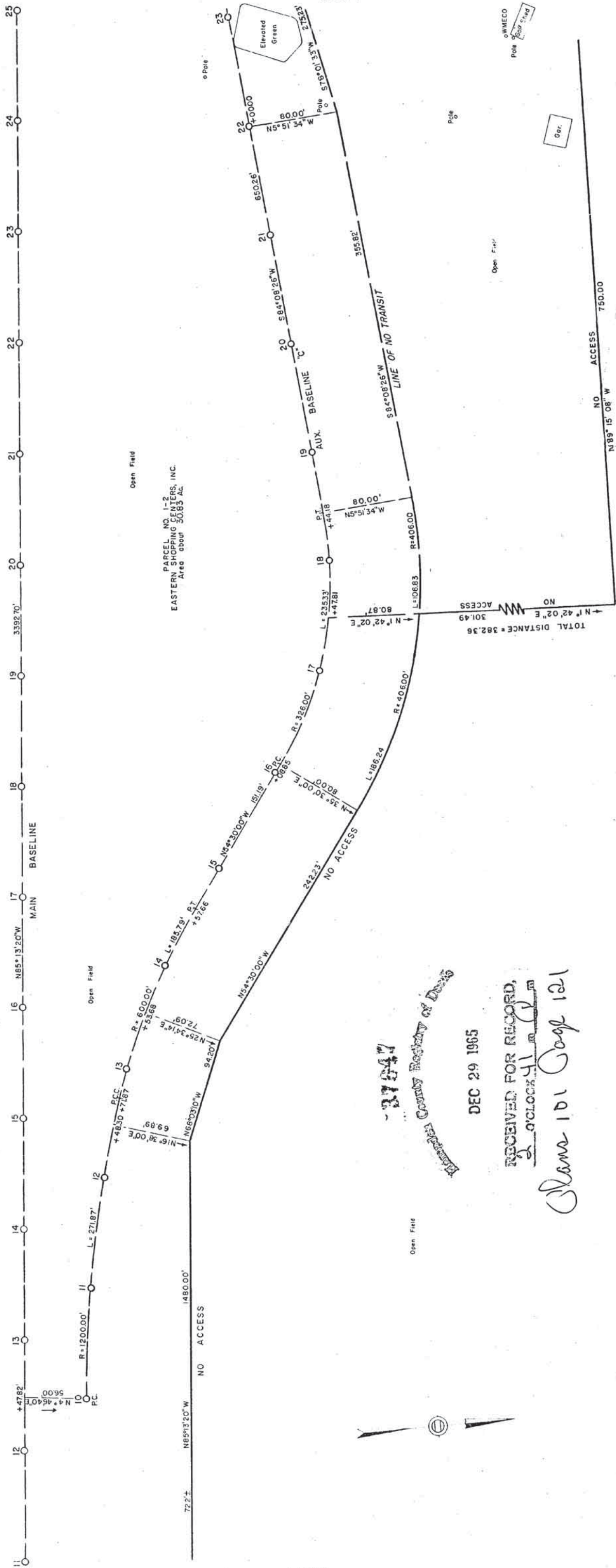
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Plans 101, Page 120





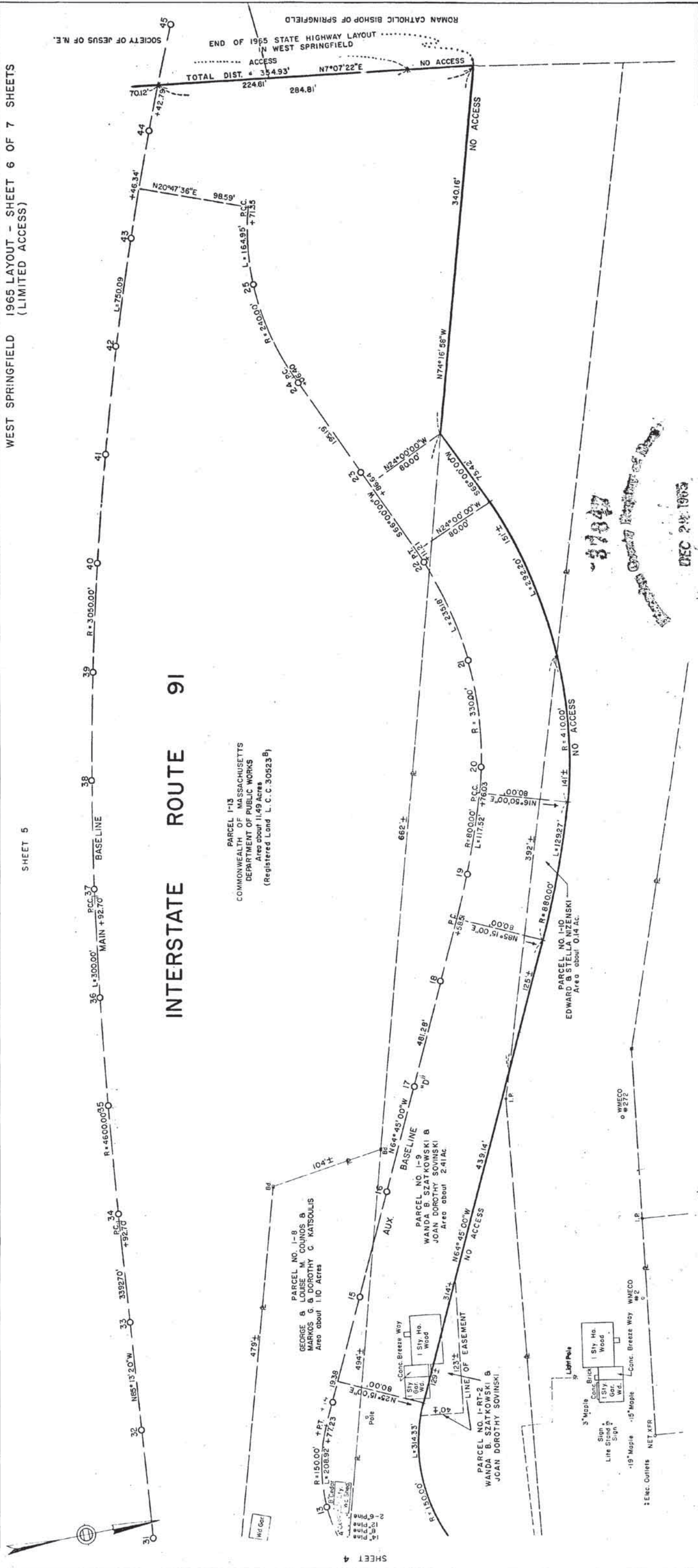
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County Registry of Deeds

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Plans 101 Page 121

4 SHEET



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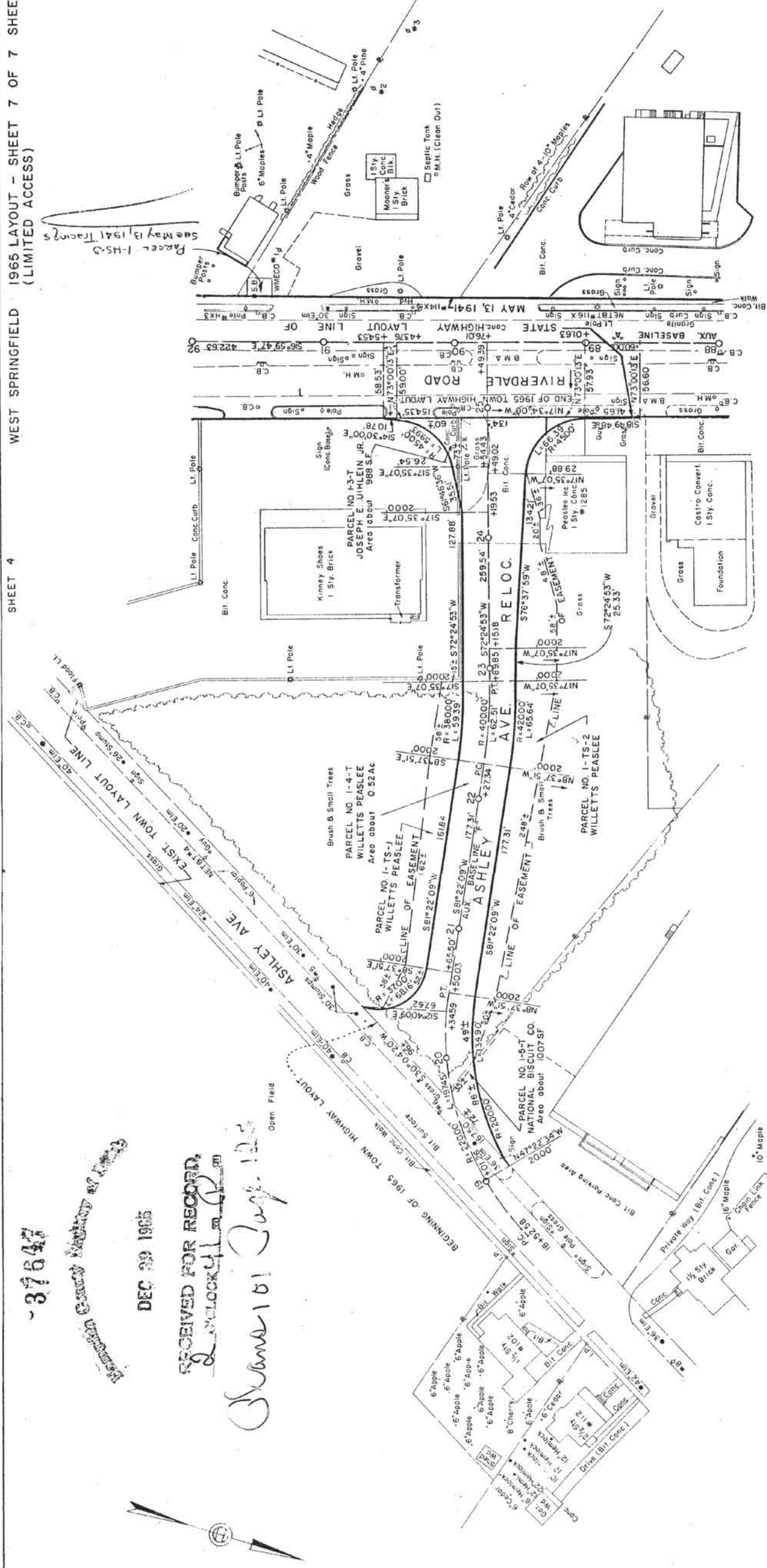
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June 10! Day! 12



1966

West Springfield



STATE HIGHWAY LAYOUT #5623
I-91, layout.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 105 PAGES 123(a)-128(a).
(County records plans missing sheets 1 & 7 - see recorded plan.)

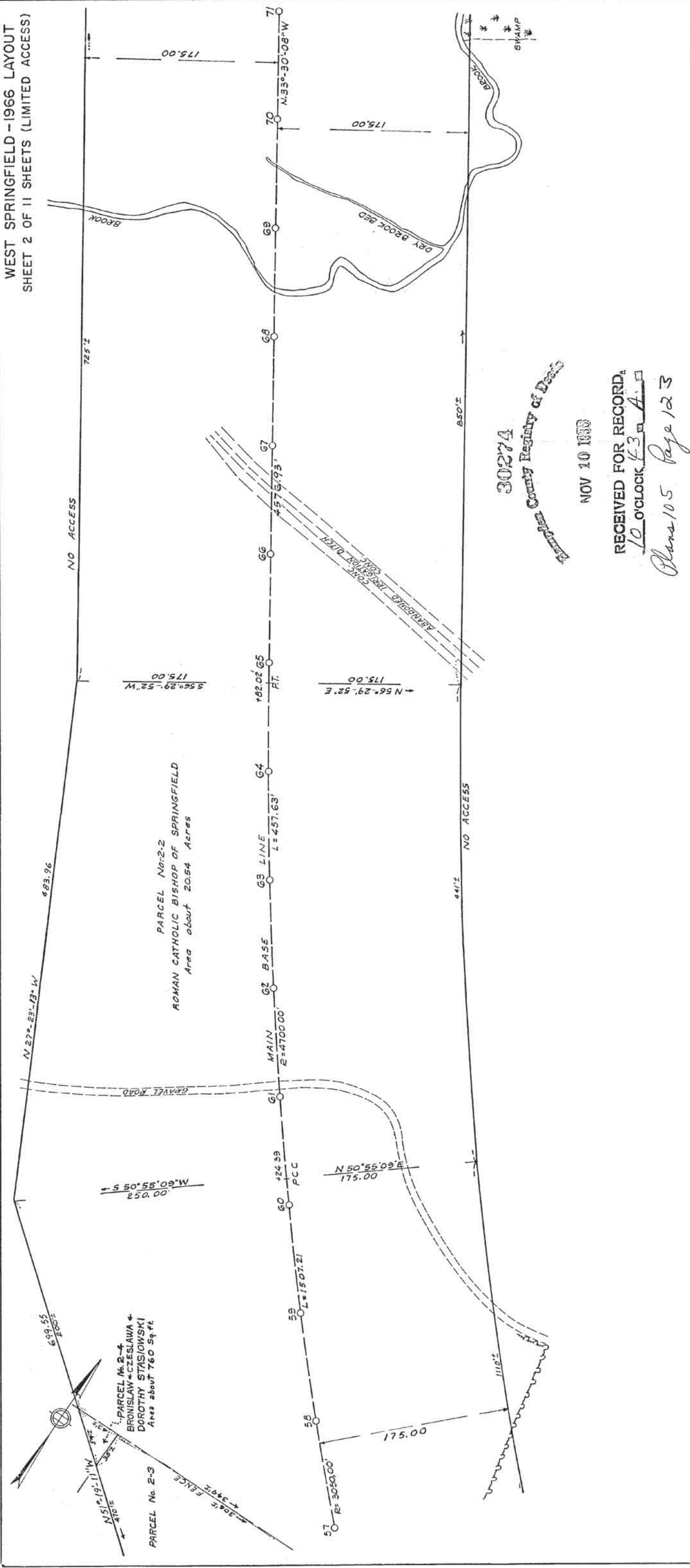
INDEXING

STATE HIGHWAY LAYOUT #5623

Image Info SH70001 West Springfield

Image Info SH70002 I-91

WEST SPRINGFIELD - 1966 LAYOUT
SHEET 2 OF 11 SHEETS (LIMITED ACCESS)



30274
County Registry of Deeds
Springfield

NOV 10 1966

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10 O'CLOCK 43 A.M.

Plans 105 Page 123

[illegible]

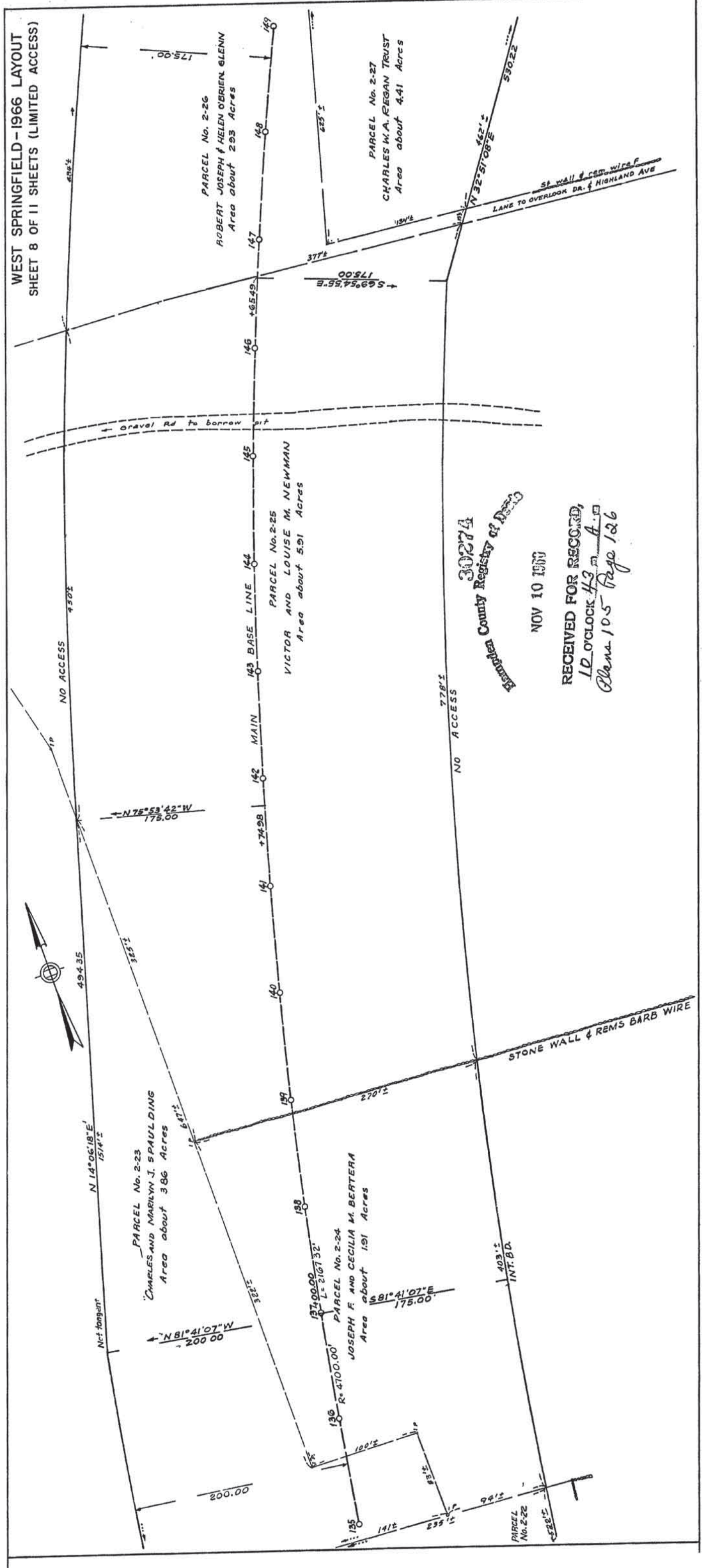
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County Registry of Deeds
Hempstead

RECEIVED FOR RECORD,
10 O'CLOCK 43rd Ath
Plans 105 Page 125

[illegible]

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10 O'CLOCK 43 ^{PM} A. 13
Plane 105 Page 125

WEST SPRINGFIELD-1966 LAYOUT
SHEET 8 OF 11 SHEETS (LIMITED ACCESS)



30274
Hendricks County Registry of Deeds

NOV 10 1966

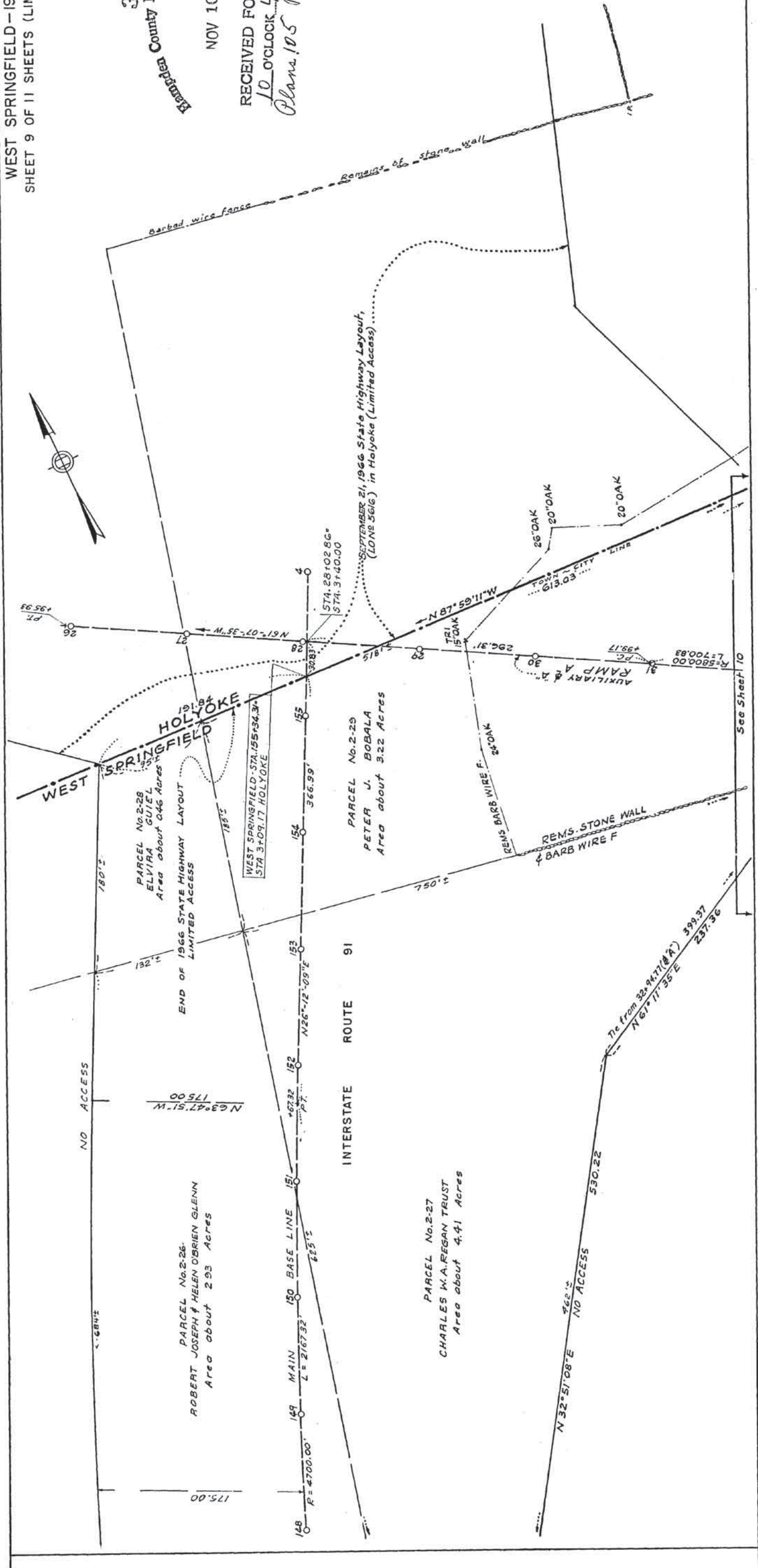
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Plans 105 Page 126

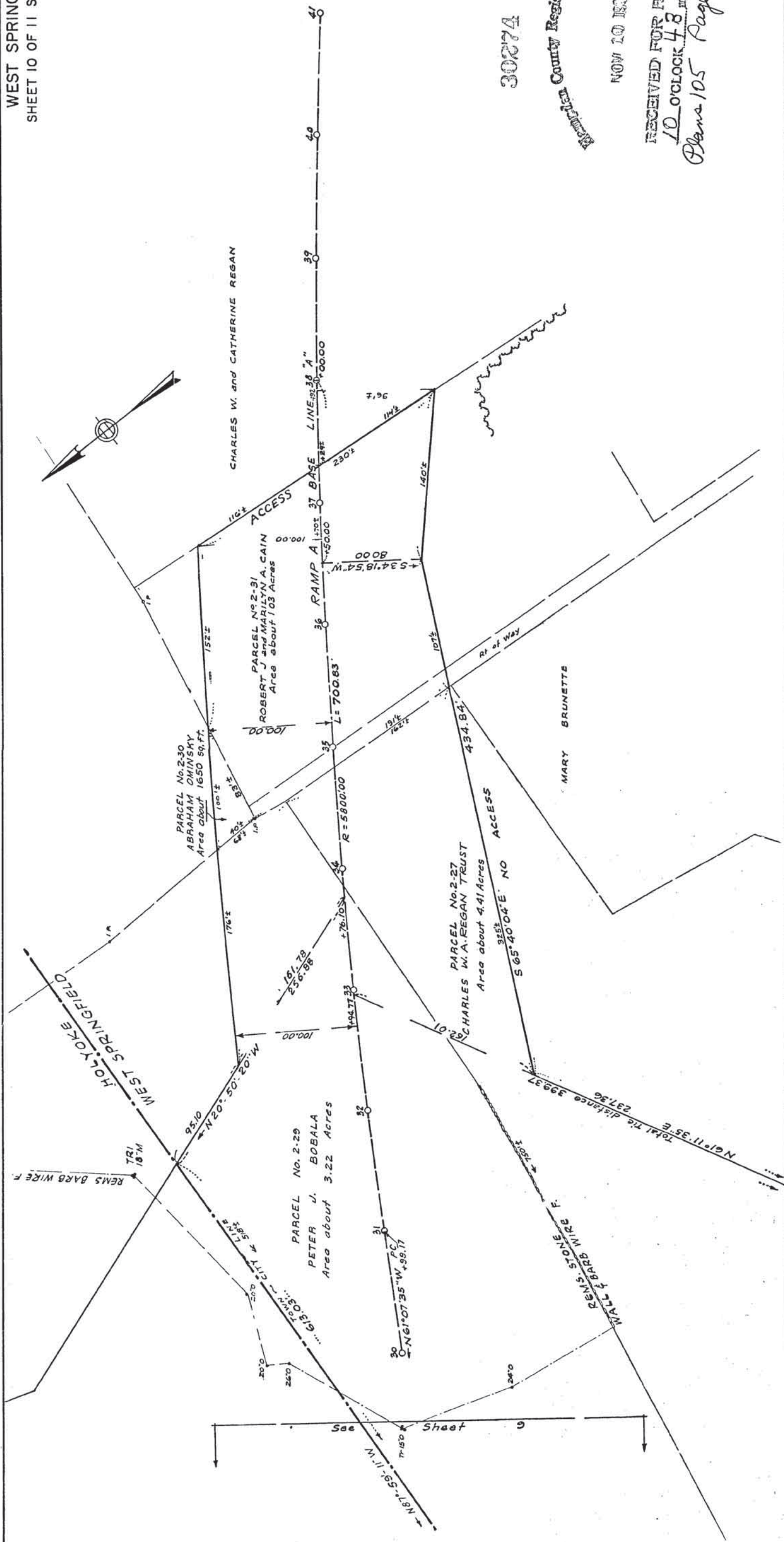
WEST SPRINGFIELD-1966 LAYOUT
SHEET 9 OF 11 SHEETS (LIMITED ACCESS)

30274
Hampden County Registry of Deeds

NOV 10 1966

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10 O'CLOCK 43m 4.13
Plans 105 Page 127





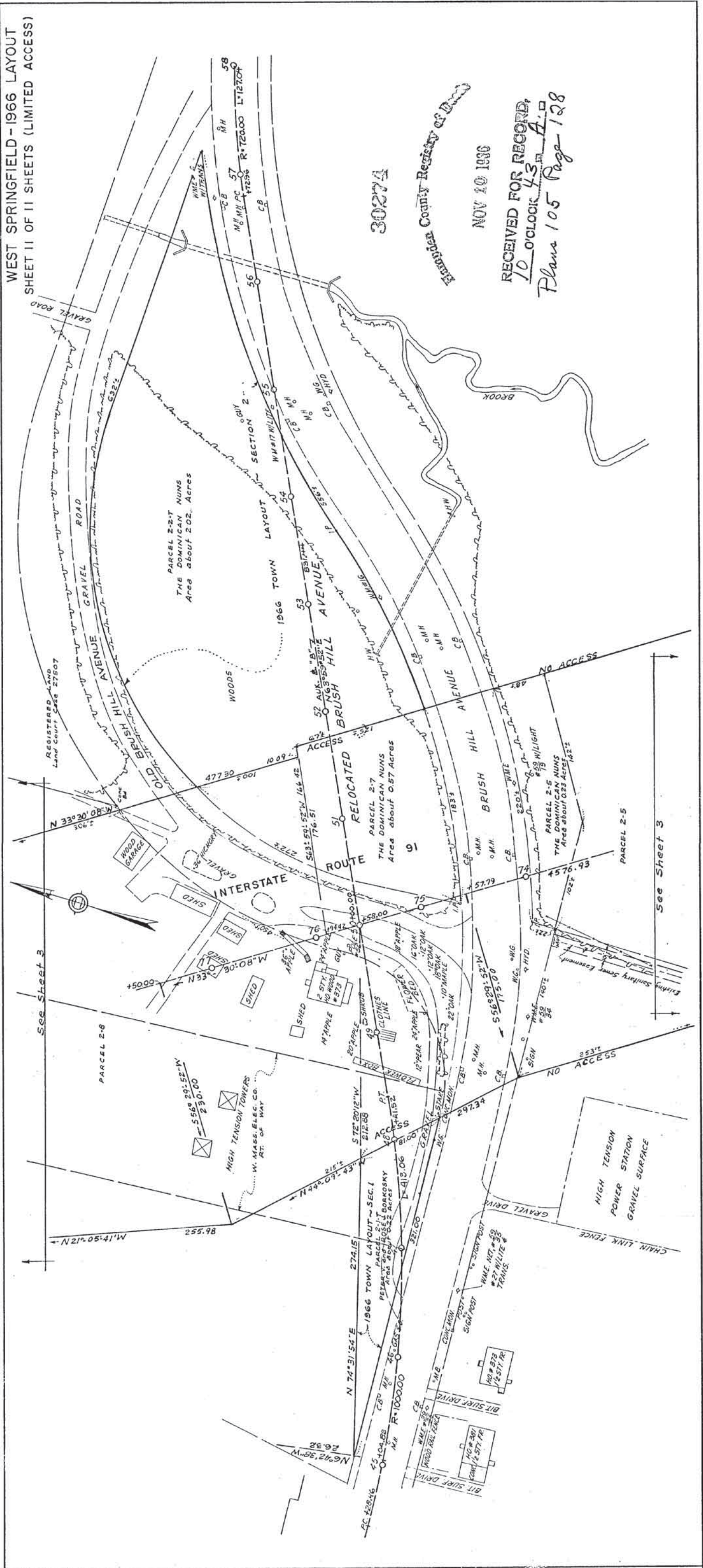
30274

County Registry of Deeds

NOV 10 1966

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Plans 105 Page 127

WEST SPRINGFIELD - 1966 LAYOUT
SHEET II OF II SHEETS (LIMITED ACCESS)



3027A

County Registry of Deeds

NOV 10 1936

RECEIVED FOR RECORD
10 O'CLOCK 4/3/51
Plans 105 Page 128

1967

West Springfield



**STATE HIGHWAY LAYOUT #5682
I-90, Mass. Pike, Route 5, Riverdale Rd.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 108 PAGES 90(a)-92(b).
(County records missing sheet 1 - see recorded plan.)**

INDEXING

STATE HIGHWAY LAYOUT #5682

Image Info SH70003 West Springfield

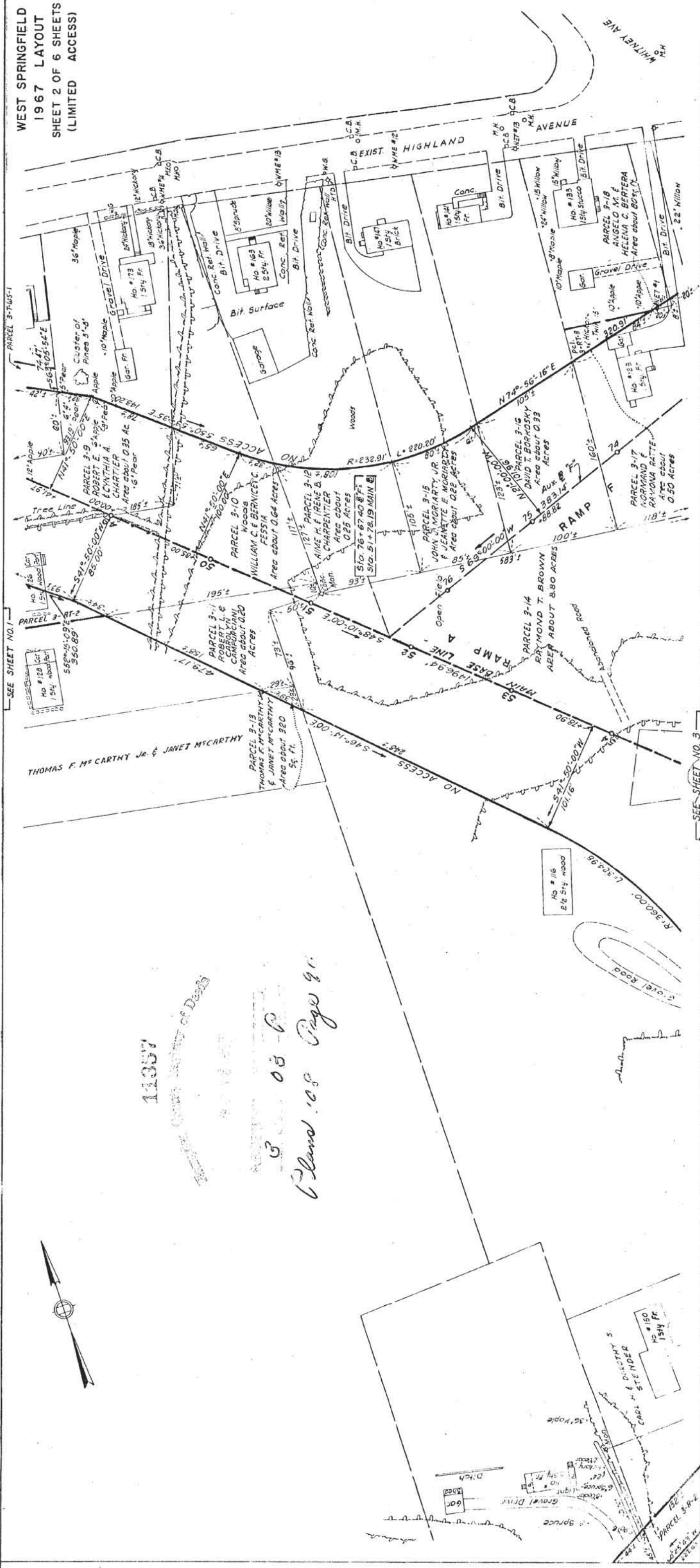
Image Info SH70003 I-90

Image Info SH70003 Mass. Pike

Image Info SH70003 Riverdale Road

Image Info SH70003 Route 5

WEST SPRINGFIELD
1967 LAYOUT
SHEET 2 OF 6 SHEETS
(LIMITED ACCESS)

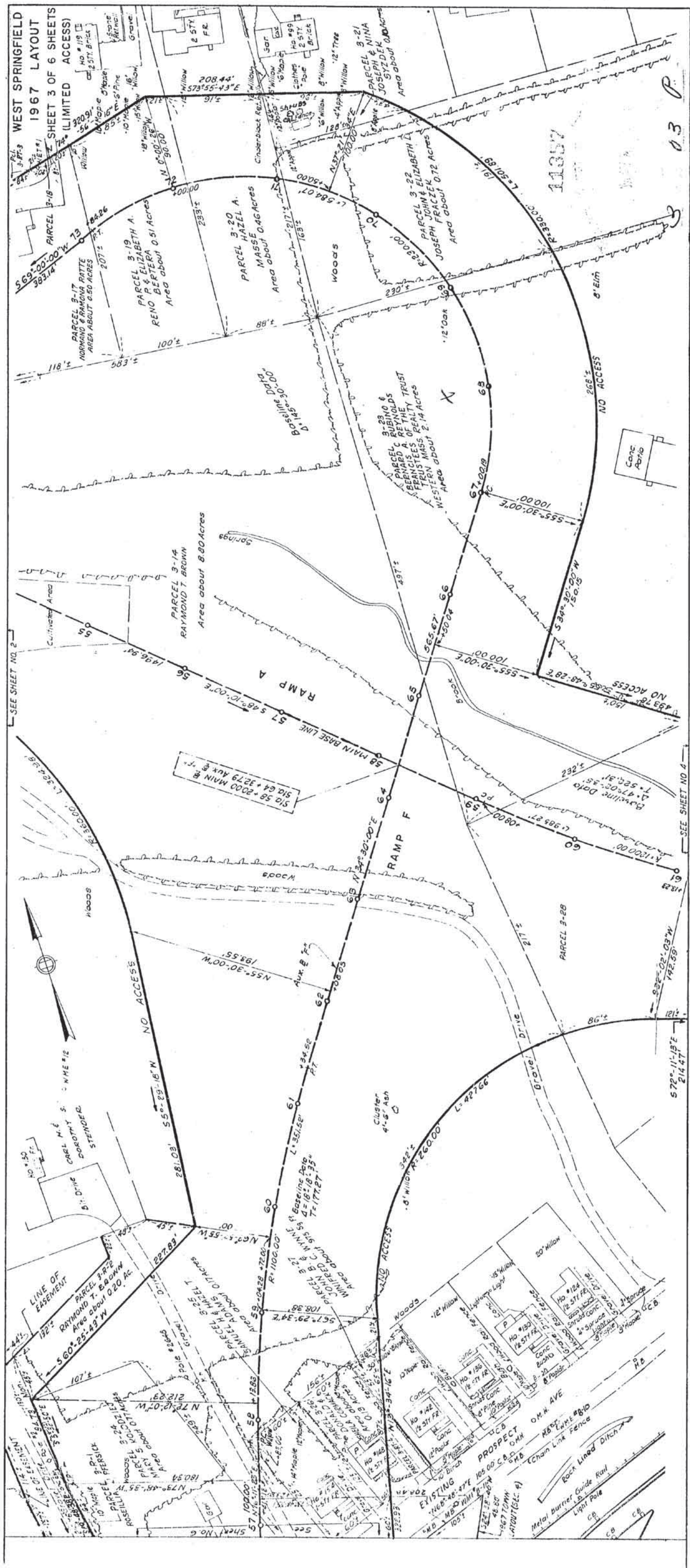


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Land 108 Page 41



WEST SPRINGFIELD
1967 TOWN LAYOUT
SHEET 4 OF 6 SHEETS
(LIMITED ACCESS)

Parcel 3-28
NORMAN & MELVIA K. BROWN
Area about 2.40 Acres

Parcel 3-30
ARNOLD BOJDO
Area about 1.51 Acres

Parcel 3-32
MASS TURNPIKE AUTHORITY
Area about 6.96 Acres

PROSPECT AVE.

RELOCATED

1955 MASS. TURNPIKE LAYOUT

LOCATION LINE OF THE

SEE SHEET NO. 3

SEE SHEET NO. 5

11357

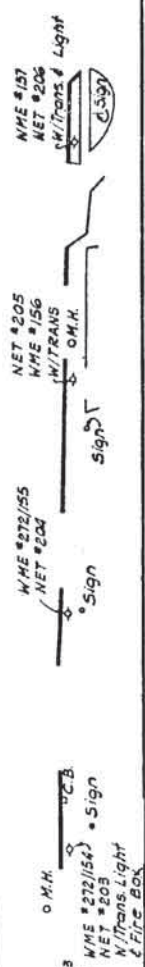
MAY 28 1967

Plan 158 Page 9

Planned 100 Page 9!

135

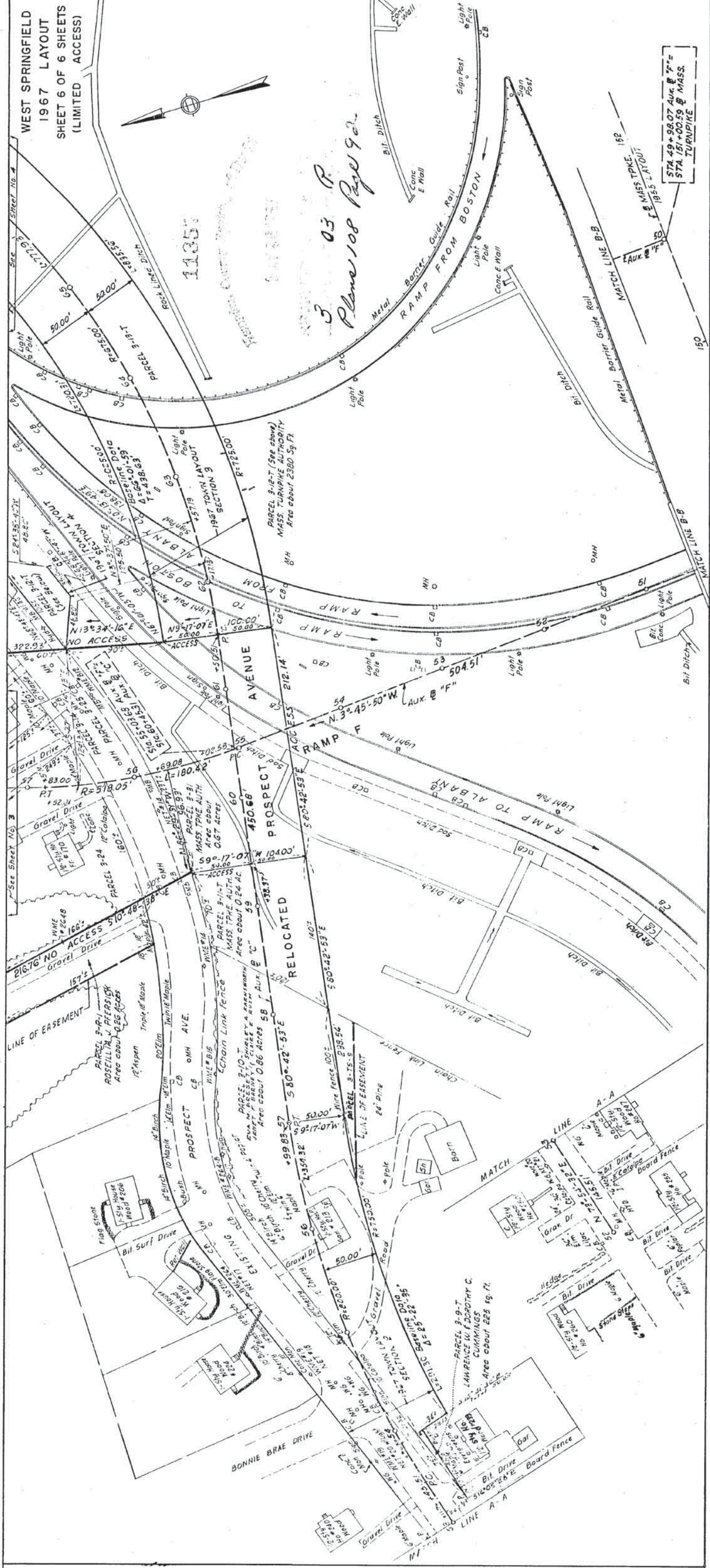
1967 1967



WEST SPRINGFIELD
1967 LAYOUT
SHEET 6 OF 6 SHEETS
(LIMITED ACCESS)



3 03 P
Plan 108 Page 92



STA 49+98.07 AVE. "F"
STA 151+00.59 @ MASS.
TURNPIKE

1941

West Springfield



STATE HIGHWAY LAYOUT #3398
Route 5, Riverdale Rd., widening of east line
to river between stations 174 - 177.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 20 PAGE 78.

INDEXING

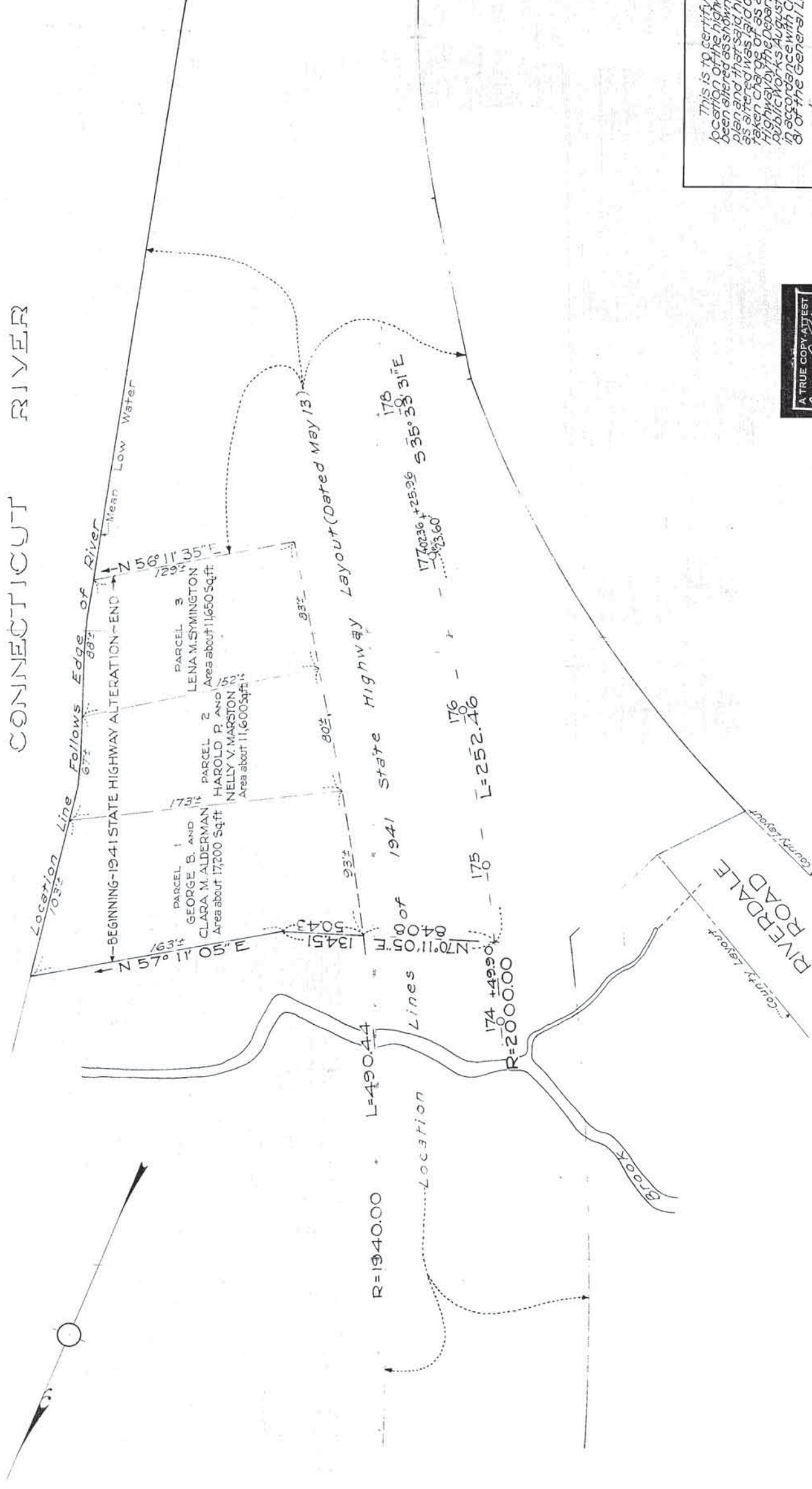
Plan Name STATE HIGHWAY LAYOUT #3398

Image Info SH70005 West Springfield

Image Info SH70005 Riverdale Road

Image Info SH70005 Route 5

THE UNIVERSITY OF CHICAGO



The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of

WEST SPRINGFIELD
HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

August 5, 1941

Scale: 40 feet to the inch

Chief Engineer

This is to certify that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State highway by the Department of Public Works August 5, 1941 in accordance with Chapter 8 of the General Laws.

Hermon Granger

George W. Schreyer
Department of Public Works

0x00000000



The Commonwealth of Massachusetts
Department of Public Works
100 Nashua Street, Boston

West Springfield

August 7, 1941.

Mr. Charles M. Calhoun,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of August 5, 1941, alter the location of a section of State highway laid out in West Springfield in the year 1941.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Registered Mail.

R-R

May A. Gifford
Secretary.



The Commonwealth of Massachusetts DEPARTMENT OF PUBLIC WORKS

Layout No. 3398
and Order of Taking

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
May 13, 1941,
lay out and take charge of as a State highway a road in the town of WEST SPRINGFIELD,
county of Hampden, ~~leading from~~
to and being known as

Riverdale Road and Cutoff

as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
Town Clerk of said Town of West Springfield, and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening the location of the State highway beginning at a point about 400 feet distant northwesterly of Witch Path, so called, and extending in a southeasterly direction for about 260 feet.

The section of State highway hereby altered and laid out is more fully described as follows:

The base line of location of the section of State highway hereby altered and laid out is identical with the base line of the aforesaid May 13, 1941 State highway layout, and begins at a point shown on plan as station 174+49.90 and extends thence southeasterly by a curve to the left of 2000.00 feet radius 252.46 feet; thence south $35^{\circ} 33' 31''$ east 23.60 feet to a point shown on plan as station 177+25.96.

The northeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the northeasterly location line of the aforesaid May 13, 1941 State highway layout, bearing north $70^{\circ} 11' 05''$ east and 84.08 feet distant from the point of beginning of the above-described base line shown on plan as station 174+49.90, and extends thence, leaving said May 13, 1941 location line, north $70^{\circ} 11' 05''$ east 50.43 feet to a point bearing north $70^{\circ} 11' 05''$ east and 134.51 feet distant from the said station 174+49.90; thence north $57^{\circ} 11' 05''$ east to the west bank of the Connecticut River; thence following said river bank southerly to a point at the end of the alteration, again on the aforesaid northeasterly location line of the May 13, 1941 State highway layout, bearing north $56^{\circ} 11' 35''$ east from the point of ending of the above-described base line shown on plan as station 177+25.96.

The southwesterly line of location of the section of State highway hereby altered and laid out is identical with the southwesterly location line of the aforesaid May 13, 1941 State highway layout.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning of the northeasterly location line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple,

the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by R. W. Coburn, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works August 5, 1941. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	George B. and Clara M. Alderman	17,200	\$1.00
2	Harold P. and Nelly V. Marston	11,600	1.00
3	Lena M. Symington	11,650	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the lands so taken before the tenth day of September, 1941.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifth day of August, 1941.

Herman A. MacDonald

Department

of

George W. Schryver

Public Works

A true copy.

Attest:

Mary A. Riley
Secretary



The Commonwealth of Massachusetts
Department of Public Works

100 Nashua Street, Boston

West Springfield

May 17, 1941.

Filed: May 20, 1941

Mr. Charles M. Calhoun,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated May 13, 1941, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in West Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May A. Riley
Secretary

R-R

1942

West Springfield



STATE HIGHWAY LAYOUT #3423
Route 5, Riverdale Rd., Holyoke line to south of Wayside Ave.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 21 PAGES 86-91.

INDEXING

STATE HIGHWAY LAYOUT #3423

Image Info SH70006 West Springfield

Image Info SH70006 Riverdale Road

Image Info SH70006 Route 5

Image Info SH70006 Wayside Avenue

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 3423 and
Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on October 30, 1942, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway about one and four-tenths miles of road in the town of WEST SPRINGFIELD, county of Hampden, the layout being located on Riverdale Road, so called, beginning at the dividing line between the town of West Springfield and the city of Holyoke, and extending in a southerly direction to the northerly end of the location of the State highway laid out under date of May 13, 1941.

The section of State highway hereby laid out is more fully described as follows:-

The base line of location of the section of State highway hereby laid out is that of a survey made by the engineers of the Department in September, 1935, and begins at a point in the present roadway on the dividing line between the town of West Springfield and the city of Holyoke, said point of beginning being shown on plan as station 1+00, and extends thence south $17^{\circ} 24' 25''$ west 447.11 feet; thence south $14^{\circ} 40' 55''$ west 503.85 feet; thence south $6^{\circ} 36' 15''$ west 971.23 feet; thence by a curve to the left of 2600.00 feet radius 846.00 feet; thence south $12^{\circ} 02' 20''$ east 683.81 feet; thence by a curve to the right of 1037.42 feet radius 494.25 feet; thence south $15^{\circ} 15' 30''$ west 965.03 feet; thence by a curve to the left of 951.33 feet radius 369.39 feet; thence south $6^{\circ} 59' 20''$ east 471.85 feet; thence by a curve to the left of 2607.89 feet radius 211.53 feet; thence south $11^{\circ} 38' 10''$ east 500.96 feet;

thence by a curve to the right of 1000.00 feet radius 127.24 feet; thence south $4^{\circ} 20' 45''$ east 230.52 feet; thence by a curve to the right of 1001.95 feet radius 69.51 feet; thence south $0^{\circ} 22' 15''$ east 193.98 feet; thence by a curve to the left of 1600.00 feet radius 128.96 feet; thence south $4^{\circ} 59' 20''$ east 191.28 feet to a point at the end of the layout, on the base line of the aforesaid 1941 State highway layout and being shown on plan as station 75+06.50.

The total length of State highway hereby laid out is 7,318.60 feet.

The easterly line of location of the section of State highway hereby laid out begins at a point on the easterly location line of the present county layout at its junction with the dividing line between the town of West Springfield and the city of Holyoke, bearing south $75^{\circ} 38' 50''$ east and 25.02 feet distant from the point of beginning of the above-described base line shown on plan as station 1+00, and extends thence, following said county location line, as approximately located, south $16^{\circ} 22' 54''$ west 447.43 feet to a point bearing south $74^{\circ} 28' 35''$ east and 33.00 feet distant from station 5+47.11; thence south $14^{\circ} 40' 55''$ west 148.14 feet to a point bearing south $75^{\circ} 19' 05''$ east and 33.00 feet distant from station 6+95.74; thence leaving said county location line and extending by a curve to the left of 2931.57 feet radius 413.30 feet to a point bearing south $83^{\circ} 23' 45''$ east and 53.50 feet distant from station 11+15.84; thence south $6^{\circ} 36' 15''$ west 764.16 feet to a point bearing south $83^{\circ} 23' 45''$ east and 53.50 feet distant from station 18+80.00; thence south $4^{\circ} 54' 48''$ west 302.85 feet to a point bearing south $87^{\circ} 00' 56''$ east and 57.36 feet distant from station 21+86.45; thence by a curve to the left of 2150.00 feet radius 605.42 feet to a point bearing north $79^{\circ} 22' 28''$ east and 50.29 feet distant from station 28+04.05; thence south $11^{\circ} 13' 14''$ east 494.76 feet to a point bearing north $77^{\circ} 57' 40''$ east and 44.00 feet distant from station 33+00; thence south $12^{\circ} 10' 56''$ east 201.68 feet to a point bearing north $77^{\circ} 57' 40''$ east and 44.50 feet distant from station 35+01.68; thence by a curve to the right of 1316.16 feet radius 627.05 feet to a point bearing south $74^{\circ} 44' 30''$ east and 49.02 feet distant from station 41+08.59; thence south $15^{\circ} 06' 54''$ west 792.79 feet to a point bearing south $74^{\circ} 44' 30''$ east and 51.00 feet distant from station 49+01.38; thence by a curve to the left of 1472.00 feet radius 505.36 feet to a point bearing south $54^{\circ} 13' 27''$ east and 71.88 feet distant from station 53+80.67; thence south $4^{\circ} 33' 19''$ east 261.50 feet to a point bearing north $85^{\circ} 26' 41''$ east and 41.71 feet distant from station 56+88.97; thence by a curve to the left of 3972.00 feet radius 488.70 feet to a point again on the aforesaid county location line, bearing north $78^{\circ} 23' 43''$ east and 32.92 feet distant from station 61+82.32 of the above-described base line; thence south $11^{\circ} 36' 17''$ east, in part by said county location line, 513.15 feet to a point bearing north $83^{\circ} 22' 54''$ east and 40.88 feet distant from station 66+92.25; thence south $2^{\circ} 34' 20''$ east

583.40 feet to a point bearing north $41^{\circ} 42' 29''$ east and 58.89 feet distant from station 73+15.22; thence by a curve to the left of 4276.40 feet radius 243.24 feet to a point at the end of the layout, on the easterly location line of the aforesaid 1941 State highway layout, said point bearing south $78^{\circ} 44' 20''$ east and being 41.16 feet distant from the point of ending of the above-described base line shown on plan as station 75+06.50.

The westerly line of location of the section of State highway hereby laid out begins at a point on the dividing line between the town of West Springfield and the city of Holyoke, bearing north $75^{\circ} 38' 50''$ west and 59.04 feet distant from the point of beginning of the above-described base line shown on plan as station 1+00, and extends thence south $16^{\circ} 24' 16''$ west 465.85 feet to a point bearing south $84^{\circ} 10' 25''$ west and 55.29 feet distant from station 5+47.11; thence by a curve to the left of 3242.00 feet radius 343.37 feet to a point bearing north $75^{\circ} 19' 05''$ west and 43.93 feet distant from station 9+09.59; thence south $10^{\circ} 20' 10''$ west 144.04 feet to a point on the westerly location line of the aforesaid county layout, bearing north $79^{\circ} 14' 00''$ west and 33.09 feet distant from station 10+50.96; thence, following said county location line, south $6^{\circ} 36' 15''$ west 1111.33 feet to a point bearing north $86^{\circ} 23' 22''$ west and 36.60 feet distant from station 21+58.03; thence by a curve to the left of 1989.09 feet radius 602.41 feet to a point bearing south $80^{\circ} 33' 53''$ west and 45.46 feet distant from station 27+50.04; thence south $10^{\circ} 44' 54''$ east 178.19 feet to a point bearing south $77^{\circ} 57' 40''$ west and 46.74 feet distant from station 29+26.17; thence south $13^{\circ} 08' 27''$ east 284.63 feet to a point bearing south $77^{\circ} 57' 40''$ west and 41.27 feet distant from station 32+10.74; thence south $15^{\circ} 12' 30''$ east 50.01 feet to a point bearing south $77^{\circ} 57' 40''$ west and 38.50 feet distant from station 32+60.67; thence south $12^{\circ} 02' 20''$ east 69.33 feet to a point bearing south $77^{\circ} 57' 40''$ west and 38.50 feet distant from station 33+30.00; thence south $11^{\circ} 11' 57''$ east 97.23 feet to a point bearing south $77^{\circ} 57' 40''$ west and 39.93 feet distant from station 34+27.22; thence leaving said county location line and extending by a curve to the right of 1652.00 feet radius 762.41 feet to a point again on said county location line, bearing north $74^{\circ} 44' 30''$ west and 35.21 feet distant from station 42+13.50; thence, following said county location line, south $15^{\circ} 14' 36''$ west 797.87 feet to a point bearing north $74^{\circ} 52' 22''$ west and 35.00 feet distant from station 50+11.28; thence by a curve to the left of 951.63 feet radius 368.13 feet to a point bearing north $72^{\circ} 57' 42''$ west and 35.42 feet distant from station 53+80.67; thence south $6^{\circ} 55' 16''$ east 90.41 feet to a point bearing south $83^{\circ} 00' 40''$ west and 32.46 feet distant from station 54+56.66; thence leaving said county location line and extending south $4^{\circ} 33' 19''$ east 230.73 feet to a point bearing south $85^{\circ} 26' 41''$ west and 42.29 feet distant from station 56+48.97; thence by a curve to the left of 4056.00 feet radius 499.04 feet to a point bearing south $78^{\circ} 23' 43''$ west and

51.08 feet distant from station 61+82.32; thence south 11° 36' 17" east 398.14 feet to a point bearing south 61° 38' 06" west and 53.56 feet distant from station 65+65.01; thence by a curve to the right of 1372.00 feet radius 216.29 feet to a point bearing south 85° 39' 15" west and 46.67 feet distant from station 68+02.98; thence south 2° 34' 20" east 480.34 feet to a point bearing north 57° 24' 59" west and 52.46 feet distant from station 73+15.22; thence by a curve to the left of 3897.10 feet radius 105.34 feet to a point at the end of the layout, on the westerly location line of the aforesaid 1941 State highway layout, said point bearing north 60° 59' 20" west and being 53.79 feet distant from station 74+18.60 of the above-described base line.

The northerly end of the section of State highway hereby laid out is defined by that portion of the dividing line between the city of Holyoke and the town of West Springfield, bearing north 75° 38' 50" west and 84.06 feet in length, extending between the points of beginning of the above-described easterly and westerly location lines.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the layout, with an intermediate bound on the westerly side of the road opposite station 16.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the ~~city of~~ *West Springfield* ~~Holyoke~~, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan drawn by R. W. Coburn, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Laid out as a State Highway by the Department of Public Works November 4, 1942. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Sisters of Providence	14,760	\$1.00
2	Harry A. Hubbard	185	1.00
3	Marion S. Gaulin	460	1.00
4	Donald V. Kennedy, Guardian of Francis Kennedy	750	1.00
5	Johanna T. Shinkwin	3,420	1.00
6	Edith E. Spence	90	1.00
7	Domonick and Nellie J. Fessia	1,050	1.00
8	Rudolph and Eugenia H. Leske	1,885	1.00
9	City Cooperative Bank (Holyoke, Mass)	1,800	1.00
10	Annie M. Williams	900	1.00
11	Charles L. Towne Estate	5,450	1.00
12	John M. and Dorothy R. Johnson	2,000	1.00
13	Myron L. and Alice L. Brown	23,475	1.00
14	R. Franklin McElwain	7,040	1.00
15	Leopold and Cecile Authier	1,100	1.00
16	Turners Falls Power & Electric Company	6,440	1.00
17	Bella L. Griswald	625	1.00
18	William F. Daly	40	1.00
19	John and Amila Bialas	2,190	1.00
20	Martin Burke	2,950	1.00
21	Russell Cameron et al.	1,890	1.00
22	Anna C. Randall	2,415	1.00
23	Retail Furniture Warehouse, Inc.	3,350	1.00
24	J. Marcel and Cecile A. Normandeau	4,665	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
25	Frank J. and Eleanora Zelazo	20	\$1.00
26	William F. and Eleanor F. Daly	1,070	1.00
27	William F. Daly	630	1.00
28	William F. and Eleanor F. Daly	600	1.00
29	William F. and Eleanor F. Daly	1,115	1.00
30	Edith E. Spence	4,580	1.00
31	Vernon A. Doty	775	1.00
32	Fannie G. Smith	720	1.00
33	Vernon A. Doty	520	1.00
34	Stanley B. and Bertha Smith	95	1.00
35	Edith E. Spence	13,650	1.00
36	Vernon A. Doty	150	1.00
37	Donald W. and Rosalind I. McReil and Harry R. Whyte	780	1.00
38	Lorraine Whyte	525	1.00
39	James F. Hays	2,320	1.00
40	Vernon A. Doty	2,250	1.00
41	Owner unknown	765	1.00
42	Leila M. Blanchard et al.	1,150	1.00
43	Omer and Louise E. Rousseau	1,165	1.00
44	Vernon A. and Rachel E. Doty	990	1.00
45	Eugene P. and Donaldda Lapalme	365	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the lands so taken before the fifth day of December, 1942.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the town in which said way is located, certified copies of said plan and certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fourth day of November , 1942.

Herman A. MacDonald

George W. Schryver

Charles E. Furnans

} Department

} of

} Public Works





The Commonwealth of Massachusetts
Department of Public Works

100 Nashua St., Boston

West Springfield

December 2, 1943.

Mr. Charles M. Calhoun,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

I am sending you herewith, for filing in your office, an attested copy of an order of this Department, dated November 23, 1943, amending State highway Layout and Order of Taking No. 3423, dated November 4, 1942, on Riverdale Road in the town of West Springfield, by striking out the words "city of Holyoke" on Page 4 in the 7th and 8th lines of the paragraph beginning "For the purpose of laying out", etc., and inserting in place thereof the words "town of West Springfield".

Yours truly,

May A. Riley
Secretary

R-R

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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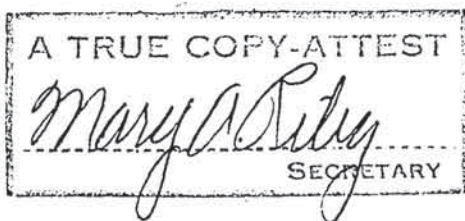
WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of November 4, 1942, lay out and take charge of as a State highway a road in the town of WEST SPRINGFIELD, county of Hampden, leading from West Springfield to Holyoke, and being known as the Riverdale Road (Layout and Order of Taking being numbered 3423), beginning at the dividing line between the town of West Springfield and the city of Holyoke, and extending in a southerly direction for a distance of 7,318.60 feet, to the northerly end of the location of the State highway laid out under date of May 13, 1941, the points of beginning and ending of said State highway being shown as stations 1+00 and 75+06.50, respectively, on a plan signed by said Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Laid out as a State Highway by the Department of Public Works November 4, 1942. Scale: 40 feet to the inch", copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the Town Clerk of the Town of West Springfield; and

WHEREAS, it now appears that in said layout and order of taking on Page 4, in the 7th and 8th lines of the paragraph beginning "For the purpose of laying out", etc., an error was

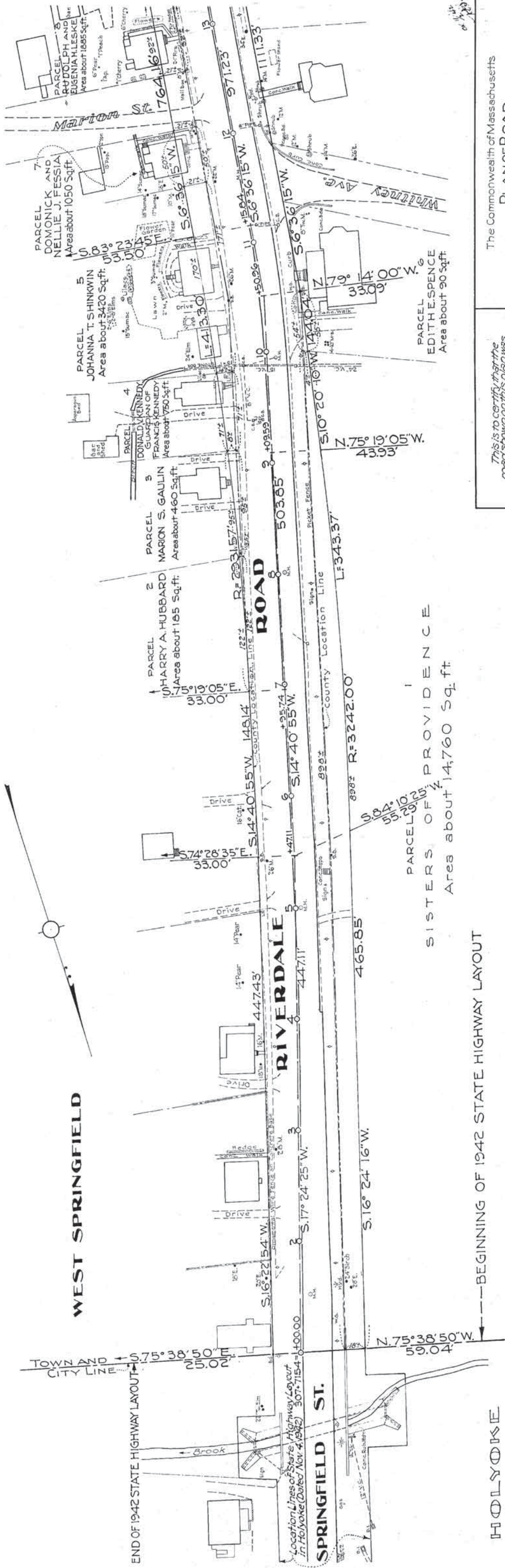
made in specifying land to be taken in the city of Holyoke;

NOW, THEREFORE, it is hereby ordered that the aforesaid layout and order of taking be and the same is hereby amended by striking out in the lines hereinbefore mentioned the words "city of Holyoke", and inserting in place thereof the words town of West Springfield.

In Witness Whereof we set our hands this twenty-third day of November, in the year of our Lord, nineteen hundred and forty-three.



<u>H. A. MacDonald</u>	}	Department
<u>George W. Schryver</u>		of
<u>Charles E. Furnans</u>		Public Works



---BEGINNING OF 1942 STATE HIGHWAY LAYOUT

HOLYOKE

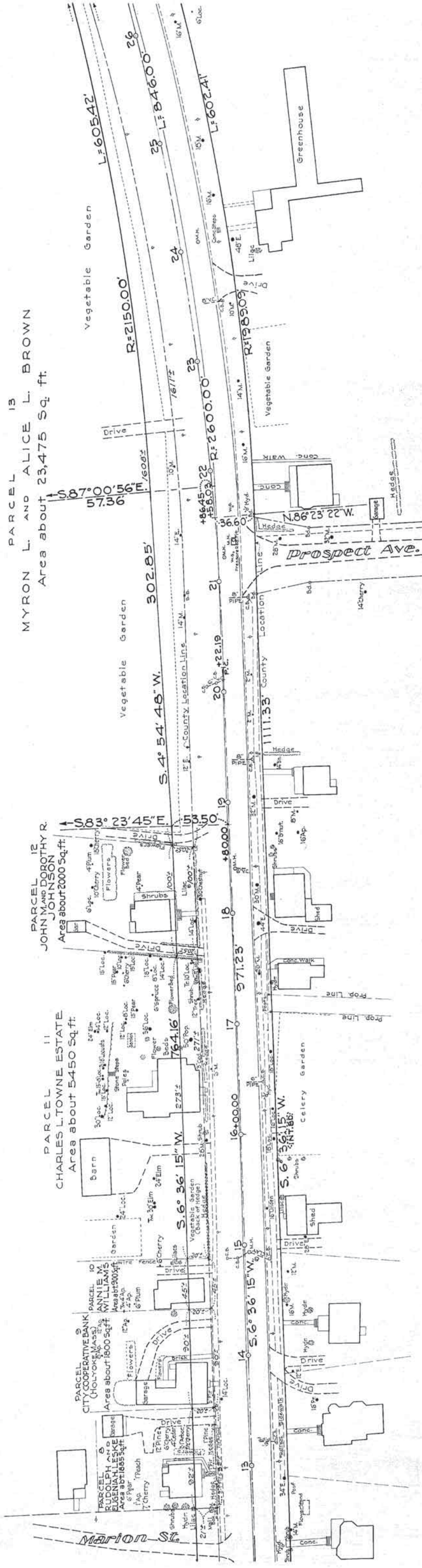
This is to certify that the road shown on this plan was laid out as a State Highway by the Department of Public Works on November 4, 1942, in accordance with Chapter 81 of the General Laws.

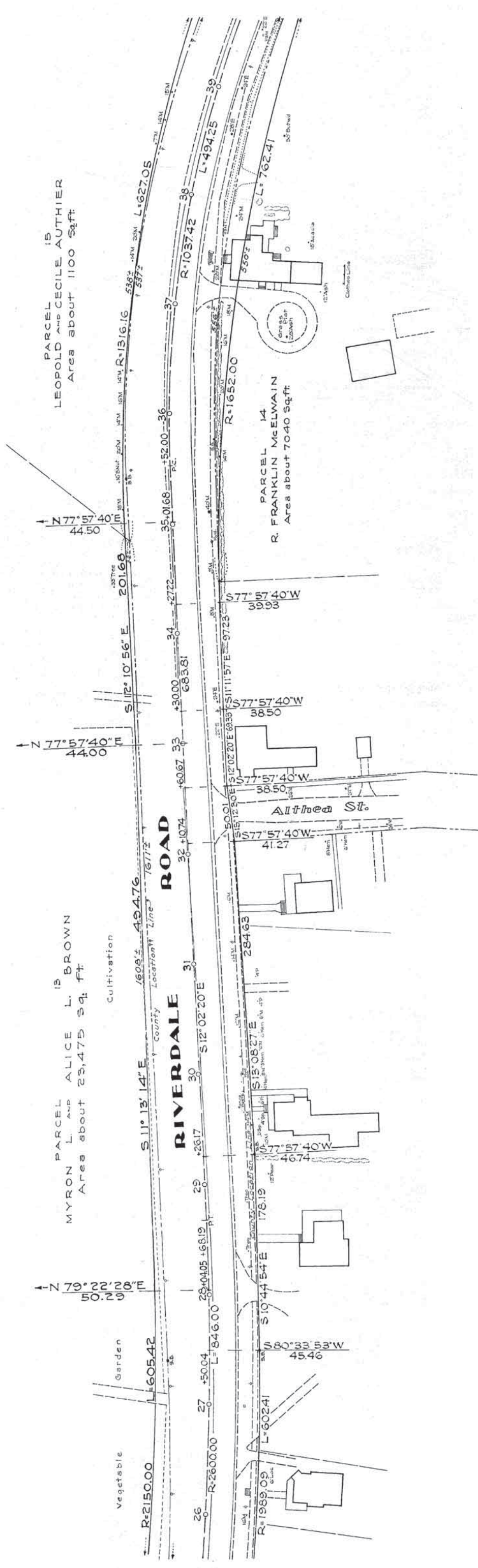
William G. Marshall
George W. McKeever
Charles S. Dorman
Department of Public Works

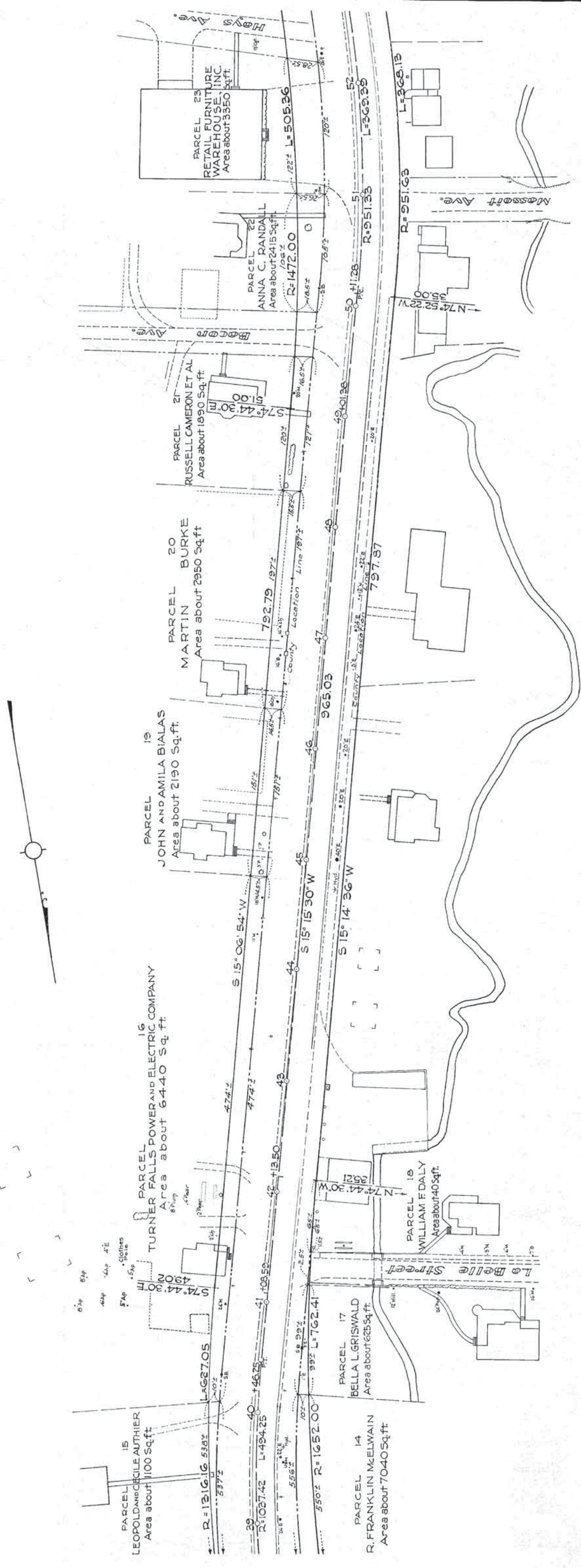
The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of

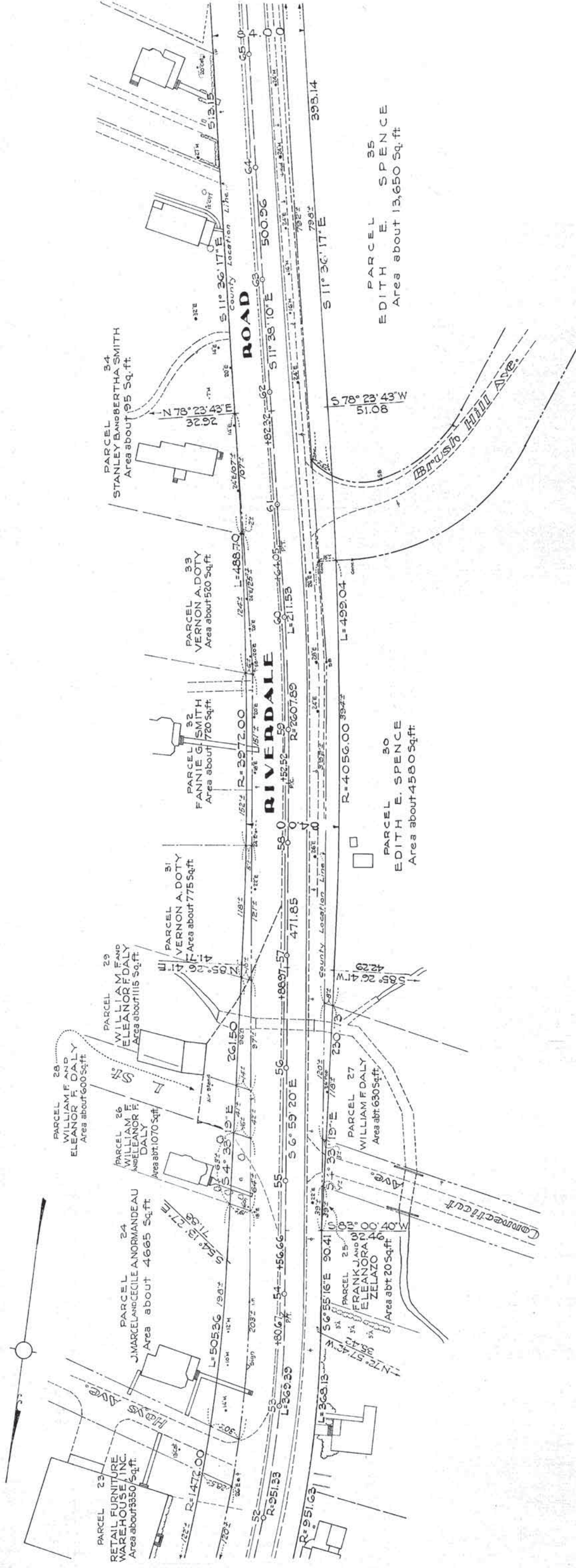
WEST SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
NOVEMBER 4, 1942.
Scale: 40 feet to the inch
R. W. McGowan
Chief Engineer

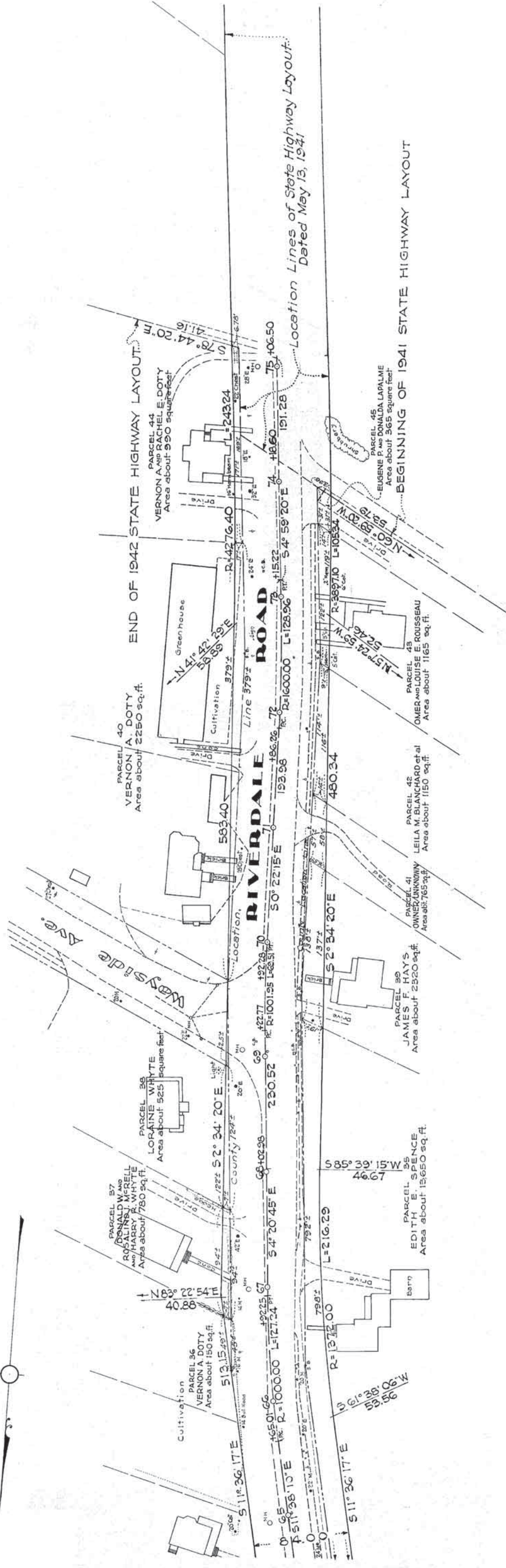












1947

West Springfield

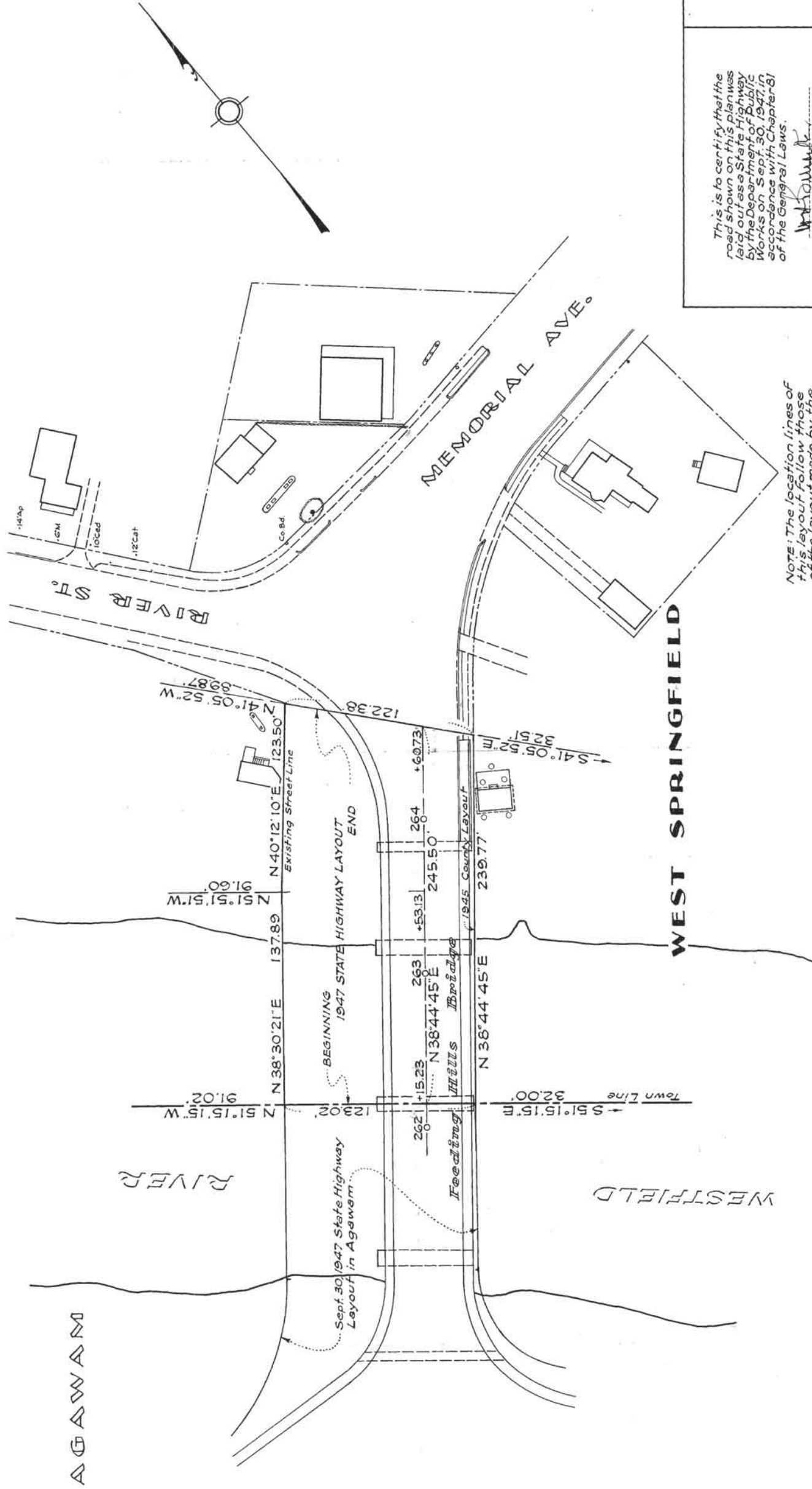


STATE HIGHWAY LAYOUT #3562
Feeding Hills Bridge at junction of River St. & Memorial Ave.

INDEXING

STATE HIGHWAY LAYOUT #3562

- Image Info SH70007 West Springfield
- Image Info SH70007 Memorial Avenue
- Image Info SH70007 River Street
- Image Info SH70007 Westfield River



NOTE: The location lines of this layout follow those of the layout made by the Hampden County Commissioners on April 18, 1945 or the previously existing street lines, as noted.

This is to certify that the road shown on this plan was laid out as a State Highway by the Department of Public Works on Sept. 30, 1947 in accordance with Chapter 81 of the General Laws.

W. J. Dwyer
Secretary of Public Works

James J. Dwyer
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
SEPTEMBER 30, 1947.
Scale: 40 feet to the inch
CPH K. K. K.
Chief Engineer





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua St., Boston

West Springfield

November 5, 1942.

Mr. Charles M. Calhoun,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated November 4, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in West Springfield, as shown on said plan, is sent you under a separate cover for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May A. Gile
Secretary

R-R

Reg. Mail



The Commonwealth of Massachusetts
Department of Public Works
100 Nashua Street, Boston 14

West Springfield

October 6, 1947.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated September 30, 1947, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in West Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. Mc Morrow
Secretary

R

Reg. Mail

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 3562.

Acting under authority of Chapter 690 of the Acts of 1945, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby lay out and take charge of as a State highway a section of road in the town of WEST SPRINGFIELD, county of Hampden, the layout being located at the junction of River Street and Memorial Avenue, adjacent to the Feeding Hills Bridge, so called. The layout consists of establishing a location between said junction and the dividing line between the towns of Agawam and West Springfield, as defined by the middle of the Westfield River.

The section of State highway hereby laid out is more fully described as follows:

The base line of location of the section of State highway hereby laid out is that of a survey made by the engineers of the Department in January, 1939, and begins at a point in the dividing line between the towns of Agawam and West Springfield shown on plan as station 262+15.23, and extends thence north $38^{\circ} 44' 45''$ east 245.50 feet to a point at the end of the layout shown on plan as station 264+60.73.

The length of State highway hereby laid out is 245.50 feet.

The northwesterly line of location of the section of State highway hereby laid out begins at a point on the dividing line between the towns of Agawam and West Springfield, bearing north $51^{\circ} 15' 15''$ west and 91.02 feet distant from the point of beginning of the above-described base line shown on plan as station 262+15.23, and extends thence, following the existing street line as hereby reestablished north $38^{\circ} 30' 21''$ east 137.89 feet to a point bearing north $51^{\circ} 15' 15''$ west and 91.60 feet distant from station 263+53.13; thence north $40^{\circ} 12' 10''$ east 123.50 feet to a point at the end of the layout bearing north $41^{\circ} 05' 52''$ west and 89.87 feet distant from the point of ending of the aforesaid base line shown on plan as station 264+60.73.

The southeasterly line of location of the section of State highway hereby laid out begins at a point on the dividing line

between the towns of Agawam and West Springfield, bearing south $51^{\circ} 15' 15''$ east and 32.00 feet distant from the point of beginning of the above-described base line shown on plan as station 262+15.23, and extends thence, following the location line established by the Hampden County Commissioners under decree dated April 18, 1945, north $38^{\circ} 44' 45''$ east 239.77 feet to a point at the end of the layout, bearing south $41^{\circ} 05' 52''$ east and 32.51 feet distant from the point of ending of the aforesaid base line shown on plan as station 264+60.73.

The southwesterly end of the section of State highway hereby laid out is defined by that portion of the dividing line between the towns of Agawam and West Springfield bearing south $51^{\circ} 15' 15''$ east and 123.02 feet in length, extending between the points of beginning of the northwesterly and southeasterly location lines, as above described.

The northeasterly end of the section of State highway hereby laid out is defined by a straight line bearing south $41^{\circ} 05' 52''$ east and 122.38 feet in length, extending between the points of ending of the northwesterly and southeasterly location lines, as above described.

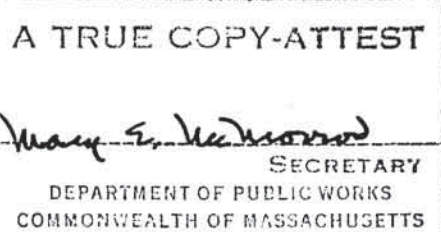
The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and at the end of the northwesterly and southeasterly location lines, as shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of West Springfield Hampden County Laid out as a State Highway by the Department of Public Works September 30, 1947 Scale: 40 feet to the inch".

It is therefore

Voted, That said way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirtieth day of September, 1947.

<u>W. H. Buracker</u>) Department
<u>George G. Hyland</u>) of
<u>Ralph A. Palladino</u>) Public Works



1950

West Springfield



STATE HIGHWAY LAYOUT #3797
Memorial Bridge, West Springfield to Springfield.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 32 PAGE 60.

INDEXING

STATE HIGHWAY LAYOUT #3797

Image Info SH70008 West Springfield

Image Info SH70008 Springfield

Image Info SH70008 Memorial Bridge

Image Info SH70008 Connecticut River

This is to certify that the road shown on this plan was laid out as a State Highway by the Department of Public Works October 31, 1950 in accordance with Chapter 81 of the General Laws.

William F. Coe
Comptroller R. Kent

Franklin V. Waters
Department of Public Works

Chief Engineer



*Recd
Nov. 7 1950*

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

November 2, 1950

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated October 31, 1950, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in West Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMoran
Secretary

Registered Mail

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3797
and Order of Taking

Acting under authority of Chapter 690 of the Acts of 1945, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby lay out and take charge of as a State highway a section of road in the town of WEST SPRINGFIELD, county of Hampden, the layout consisting of establishing a location for that part of Memorial Bridge, so called, over the Connecticut River in West Springfield.

The section of State highway hereby laid out is more fully described as follows:-

The base line of location of the section of State highway hereby laid out is that of a survey made by engineers of the Department, and begins at a point in the westerly approach to said bridge at the junction of the easterly sides of Bishop Street and H Street therewith, said point being shown on plan as station 7+00.54, and extends thence north $72^{\circ} 01' 30''$ east 700.54 feet to a point at the end of the layout approximately on the dividing line between the town of West Springfield and the city of Springfield in the middle of the Connecticut River, said point being shown on plan as station 0.

The length of State highway hereby laid out is 700.54 feet.

The northerly line of location of the section of State highway hereby laid out begins at a point on the northeasterly street line of Bishop Street bearing north $30^{\circ} 06' 42''$ west and 84.03 feet distant from the point of beginning of the above-described base line shown on plan as station 7+00.54, and extends thence, leaving said street line, north $68^{\circ} 13' 29''$ east 118.47 feet to a point bearing north $17^{\circ} 58' 30''$ west and 90.00 feet distant from station 6+00 of said base line; thence parallel to said base line and 90.00 feet distant therefrom to a point at the end of the layout, on the dividing line between the town of West Springfield and the city of Springfield, bearing north $17^{\circ} 58' 30''$ west and 90.00 feet distant from station 0 of said base line.

The southerly line of location of the section of State highway hereby laid out begins at a point on the easterly street line of H Street, bearing south $13^{\circ} 38' 55''$ east and 95.75 feet distant from the point of beginning of the above-described base line shown on plan as station 7+00.54, and extends thence, leaving said street line, north $69^{\circ} 07' 04''$ east 107.91 feet to a point bearing south $17^{\circ} 58' 30''$ east and 90.00 feet distant from station 6+00 of said base line; thence parallel to said base line and 90.00 feet distant therefrom to a point at the end of the layout, on the dividing line between the town of West Springfield and the city of Springfield bearing south $17^{\circ} 58' 30''$ east and 90.00 feet distant from station 0 of said base line.

The westerly end of the section of State highway hereby laid out is defined by a line extending from the point of beginning of the northerly location line hereinbefore described south $30^{\circ} 06' 42''$ east 84.03 feet to station 7+00.54 of the aforesaid base line; thence south $13^{\circ} 38' 55''$ east 95.75 feet to the point of beginning of the southerly location line hereinbefore described.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and at the beginning of the layout.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owner thereof being the Town of West Springfield, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid taking are shown on a plan drawn by P. H. Kittfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield, Hampden County Laid out as a State Highway by the Department of Public Works October 31, 1950. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the Town of West Springfield in its property by reason of the aforesaid taking the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Town of West Springfield	0.48 acres	\$1.00

The name of owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

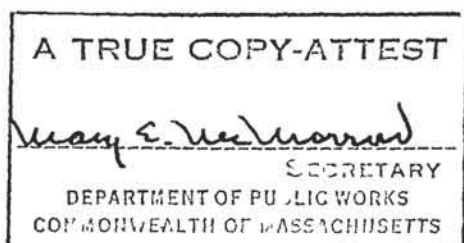
The owner and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of December, 1950 (unless otherwise agreed upon).

It is therefore

Voted, That said way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirty-first day of October, 1950.

William F. Callahan)	Department
Benjamin H. Grout)	of
Francis V. Matera)	Public Works



1951

West Springfield



STATE HIGHWAY LAYOUT #3867
Tatham Hill Bridge, over Boston & Albany railroad tracks.

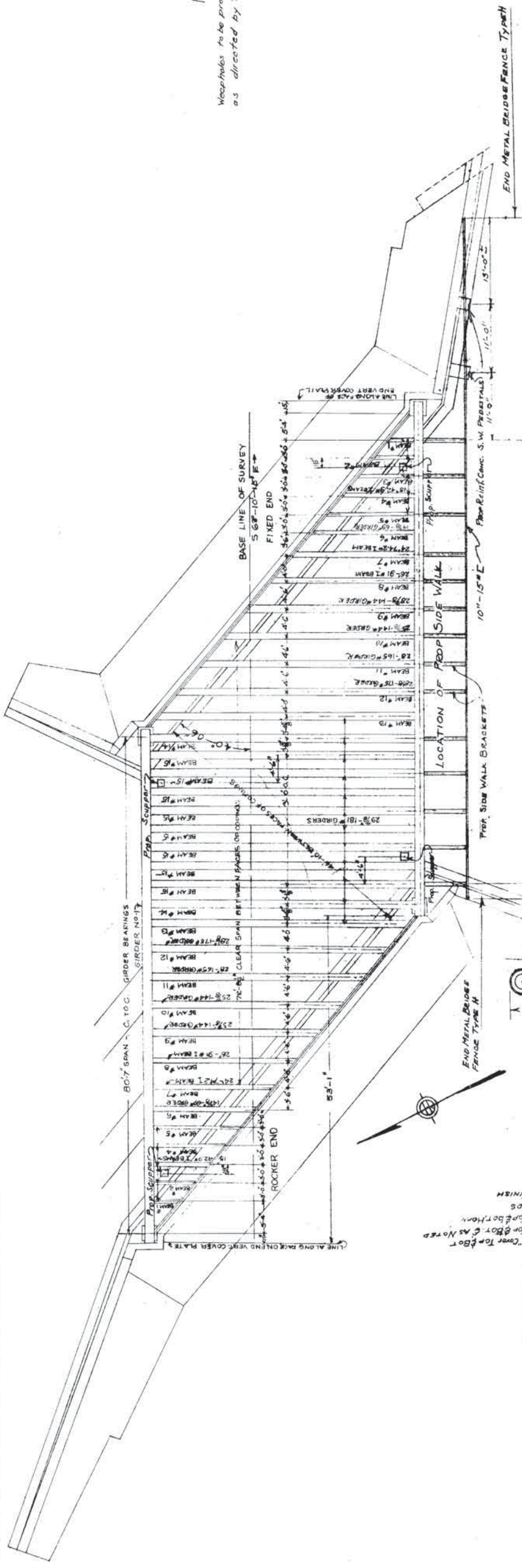
INDEXING

STATE HIGHWAY LAYOUT #3867

- Image Info SH70009 West Springfield
- Image Info SH70009 Boston & Albany Railroad
- Image Info SH70009 Tatham Hill Bridge
- Image Info SH70009 Route 20

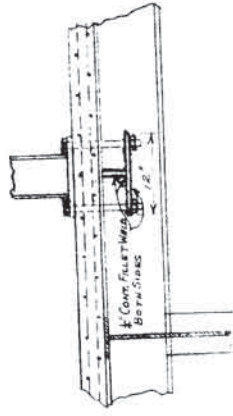
NOTE:

Wedgeholes to be provided in the abutments and wingwalls as directed by the Engineer



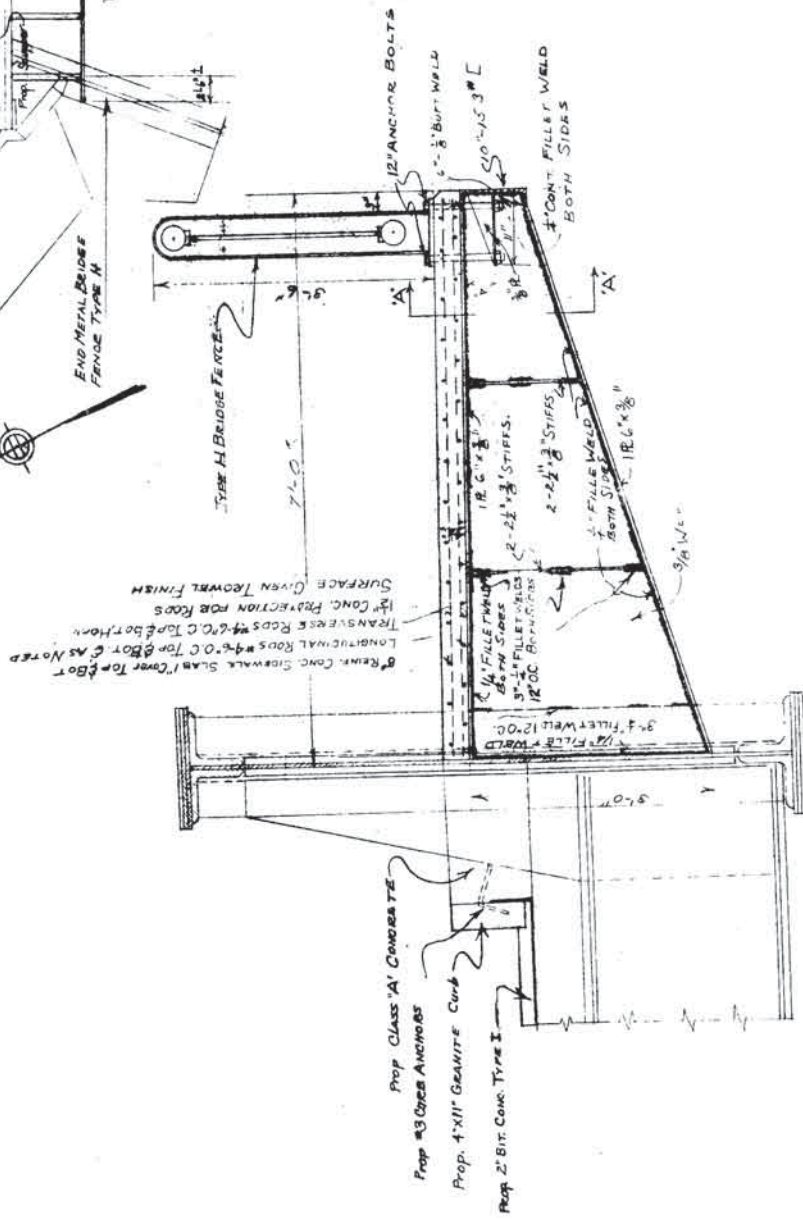
GENERAL PLAN

SCALE $\frac{1}{8"} = 1'-0"$



SECT. "A-A,"

SCALE 1" = 1'-0"



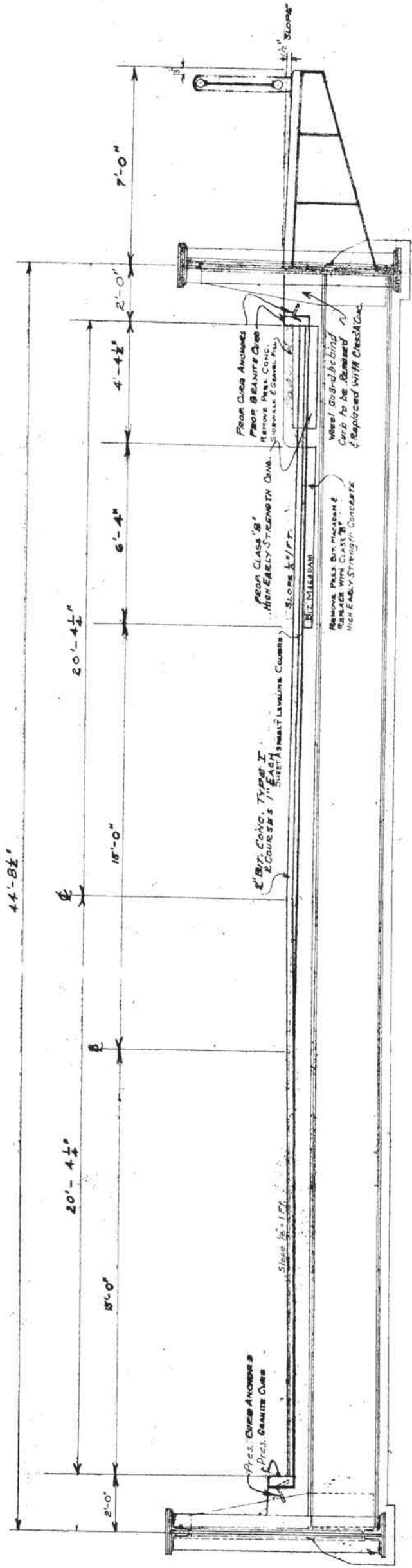
DETAIL OF PROP. SIOEWALK

“O-1” 37025

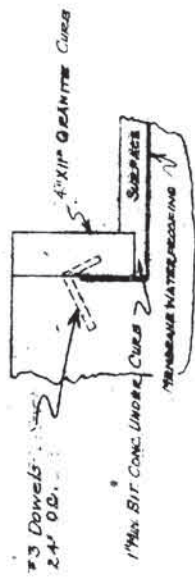
APPROVED.....June 26, 1951

William T. DeLoach
Benjamin H. Lust
Spencer M. Weber

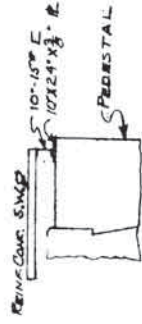
COMMONWEALTH OF MASSACHUSETTS
PROPOSED BRIDGE REPAIRS
WEST SPRINGFIELD
TATHAM HILL BRIDGE
ROUTE 20 OVER B&A KALE ROAD
DEPARTMENT OF PUBLIC WORKS
100 NASHUA ST.
BOSTON, MASS.
JUNE, 1951
SCALES AS NOTED
OK *Chief*
CHIEF ENGINEER
BRIDGE No. 012-252-032
W-21-8



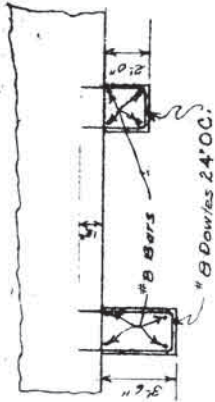
TYPICAL SECTION
SCALE 1'-0"



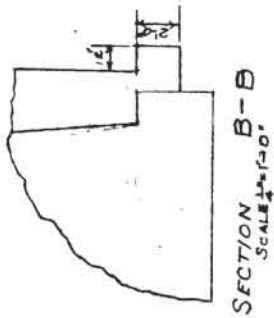
DET. SECT. PROP. CURB AT SIDE WALK
SIGNALS 12:00-1:00



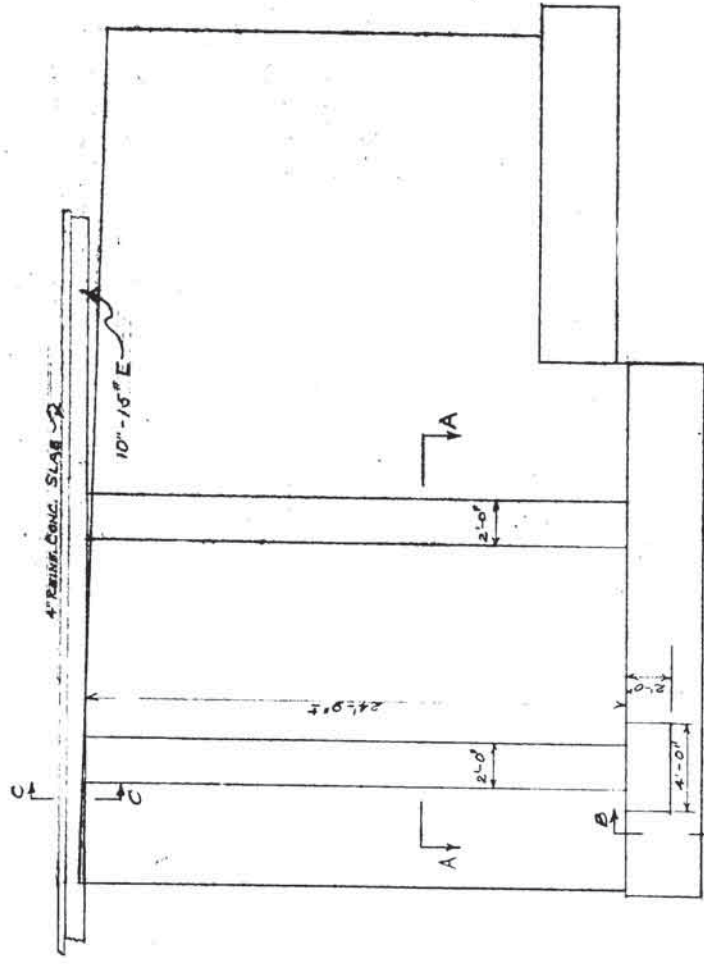
SECTION C-C
SCALE $\frac{1}{4}" = 1'-0"$



SECTION A-A
SCALE 1" = 1'-0"



SECTION B-B
SCALE $\frac{1}{4}'' = 1'-0''$



ELEVATION OF WING SHOWING PEDESTALS



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 10, 1951.

Mr. Lewis A. Twitchell
Clerk, Hampden County Commissioners
Court House, Springfield,
Massachusetts.

Dear Sir:

I am sending you herewith a certified copy of a decree of the Department of Public Works dated June 26, 1951, ordering the alteration of the bridge which carries Route 20 over the tracks of the Boston and Albany Railroad (New York Central Railroad Company, Lessee) in West Springfield, said bridge being known as the Tatham Hill Bridge. A blueprint of the plan referred to in said decree is also enclosed.

Kindly sign and return to this office the enclosed form of receipt.

Yours very truly,

A handwritten signature in cursive script, reading "Mary E. McManus".

Secretary

EC:g
Enc.

Received July 12, 1951.



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

West Springfield

October 25, 1951.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Enclosed please find revised decree plan covering the proposed work on Tatham Hill Bridge on Route 20 over the tracks of the Boston & Albany Railroad in the town of West Springfield.

Yours truly,

May E. McMoran
Secretary

R

*Received
Oct. 30, 1951*

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3867.

WHEREAS, a section of State highway, known as Route 20, in the town of West Springfield crosses the right of way of the Boston and Albany Railroad Company (New York Central Railroad Company, Lessee) by an overhead bridge; and

WHEREAS, the Department of Public Works, acting under the provisions of Section 59 of Chapter 159 of the General Laws, Ter. Ed., as amended, has considered the alteration of said bridge and has held a public hearing thereon at the Court House in Springfield on June 21, 1951, due notice of which was given to all parties interested; and

WHEREAS, the Department of Public Works adjudges that public convenience and necessity require alterations in said bridge.

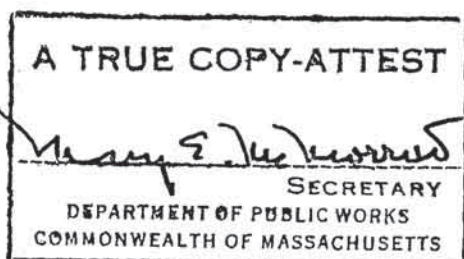
IT IS NOW ORDERED

That the bridge which carries Route 20 over the Boston and Albany Railroad (New York Central Railroad Company, Lessee) in West Springfield, known as Tatham Hill Bridge, be altered.

Said alteration consists of widening the roadway surface to occupy the area now occupied by a sidewalk on the southerly side and the construction of a new sidewalk on brackets outside the southerly plate girder.

Said work shall be done in accordance with a plan prepared by the Department of Public Works of the Commonwealth of Massachusetts, entitled: "Commonwealth of Massachusetts Proposed Bridge Repairs West Springfield Tatham Hill Bridge Route 20 over B. & A. Railroad Department of Public Works 100 Nashua St. Boston Mass. Scalesas Noted June 1951. P. H. Kitfield Chief Engineer Bridge No. 012-252-032 W-21-8", to which reference may be made for more particular details; the original of which plan is on file in the office of the Department of Public Works.

In witness whereof we have set our hands this twenty-sixth day of June, in the year of our Lord, nineteen hundred and fifty-one.



<u>William F. Callahan</u>	}	Department
<u>Benjamin H. Grout</u>		of
<u>F. V. Matera</u>		Public Works

1952

West Springfield



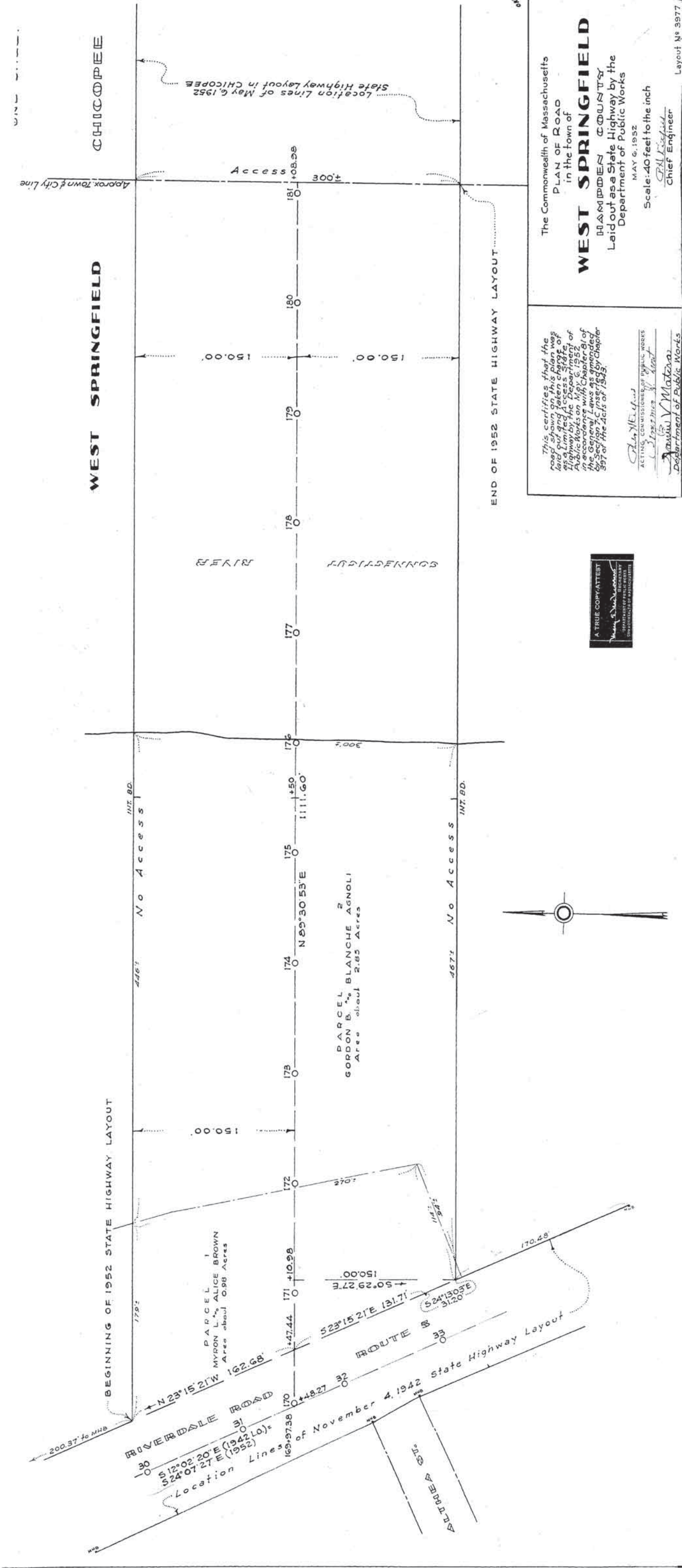
STATE HIGHWAY LAYOUT #3977
Chicopee-West Springfield Bridge location in West Springfield.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 36 PAGE 51.

INDEXING

STATE HIGHWAY LAYOUT #3977

Image Info SH70010 West Springfield
Image Info SH70010 Chicopee-West Springfield Bridge
Image Info SH70010 Connecticut River





The Commonwealth of Massachusetts

Department of Public Works

West Springfield

100 Nashua Street, Boston 14

May 12, 1952.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated May 6, 1952, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in West Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMorris
Secretary

R/mec

*Brought in by Edward J. Nolan
of State Dept of Public Works
on May 13, 1952.*

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3977
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the town of WEST SPRINGFIELD, county of Hampden. The layout consists of establishing a State highway location for a new bridge over the Connecticut River on the proposed relocation of Route 20, and begins at the State highway on Riverdale Road (Route 5) as laid out November 4, 1942, opposite Althea Street, and extends thence easterly about 0.2 of a mile to the dividing line between the city of Chicopee and the town of West Springfield, at the middle of the Connecticut River.

The section of State highway hereby laid out is more fully described as follows:

The base line of location of the section of State highway hereby laid out begins at a point on the base line of said 1942 State highway layout on Riverdale Road shown on plan as station 169+97.38, being station 31+48.27 of the aforesaid 1942 layout base line, and extends thence, leaving said 1942 base line, north 89° 30' 53" east 1111.60 feet to a point at the end of the layout, on the dividing line between the city of Chicopee and the town of West Springfield, said point being shown on plan as station 181+08.98.

Note: The bearing of the base line of said 1942 layout at its junction with the above-described base line is south 12° 02' 20" east, but would be south 24° 07' 27" east if compared with the bearings of said above-described base line.

The length of State highway hereby laid out is 1,061.54 feet.

The northerly line of location of the section of State highway hereby laid out begins at a point on the northeasterly location line of the aforesaid 1942 State highway layout on Riverdale Road, bearing north $23^{\circ} 15' 21''$ west and 162.68 feet distant from station 170+47.44 of the above-described base line, and extends thence, leaving said 1942 location line, parallel to said base line and 150.00 feet distant therefrom to a point at the end of the layout, on the dividing line between the city of Chicopee and the town of West Springfield.

The southerly line of location of the section of State highway hereby laid out begins at a point on the aforesaid northeasterly location line of the 1942 State highway layout, bearing south $0^{\circ} 29' 27''$ east and 150.00 feet distant from station 171+10.98 of the above-described base line, and extends thence, leaving said 1942 location line, parallel to said base line and 150.00 feet distant therefrom to a point at the end of the layout, on the dividing line between the city of Chicopee and the town of West Springfield.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at the beginning of each location line and at intermediate points thereon opposite station 175+50 of the above-described base line.

No access to or egress from the State highway location as above described is allowed across the northerly and southerly location lines thereof.

Nothing in the above access-egress provisions is, however, to be construed as limiting the normal use of the waters of the Connecticut River within said location or across the hereinbefore described location lines thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby laid out, and the aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office. said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of West Springfield Hampden County Laid out as a State Highway by the Department of Public Works May 6, 1952. Scale 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Myron L. and Alice Brown	0.98 acres	\$1.00
2	Gordon B. and Blanche A. Agnoli	2.85 acres	1.00

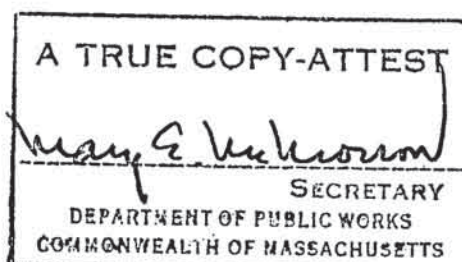
The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twentieth day of June, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this sixth day of May, 1952.



Philip H. Kitfield

Benjamin H. Grout

Francis V. Matera

Department

of

Public Works

1952

West Springfield



STATE HIGHWAY LAYOUT #3987
Route 5, Riverdale Rd., north of Beauview Terr. Southerly to North End Bridge.

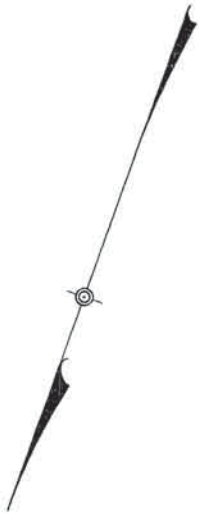
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 36 PAGES 117-119.

INDEXING

STATE HIGHWAY LAYOUT #3987

- Image Info** SH70011 West Springfield
- Image Info** SH70011 Beauview Terrace
- Image Info** SH70011 North End Bridge
- Image Info** SH70011 Riverdale Road
- Image Info** SH70011 Route 5
- Image Info** SH70011 Connecticut River

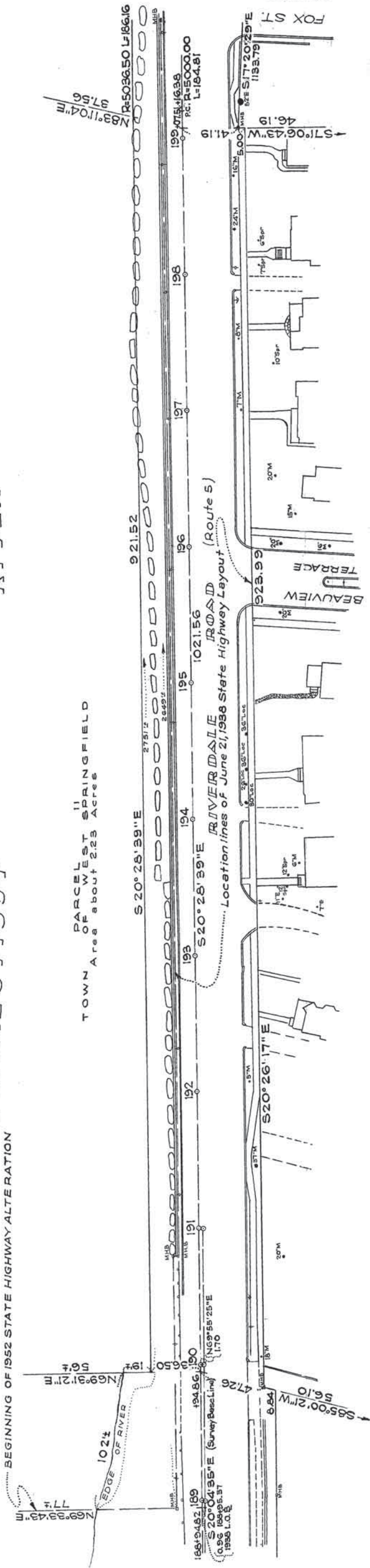
THREE SHEETS



CONNECTION

BEGINNING OF 1952 STATE HIGHWAY ALTERATION

RIVER



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on July 1, 1952 in accordance with Chapter 8 of the General Laws.

William J. Casanova
Benjamin H. Hart
William V. Matera
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the town of

WEST SPRINGFIELD

HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

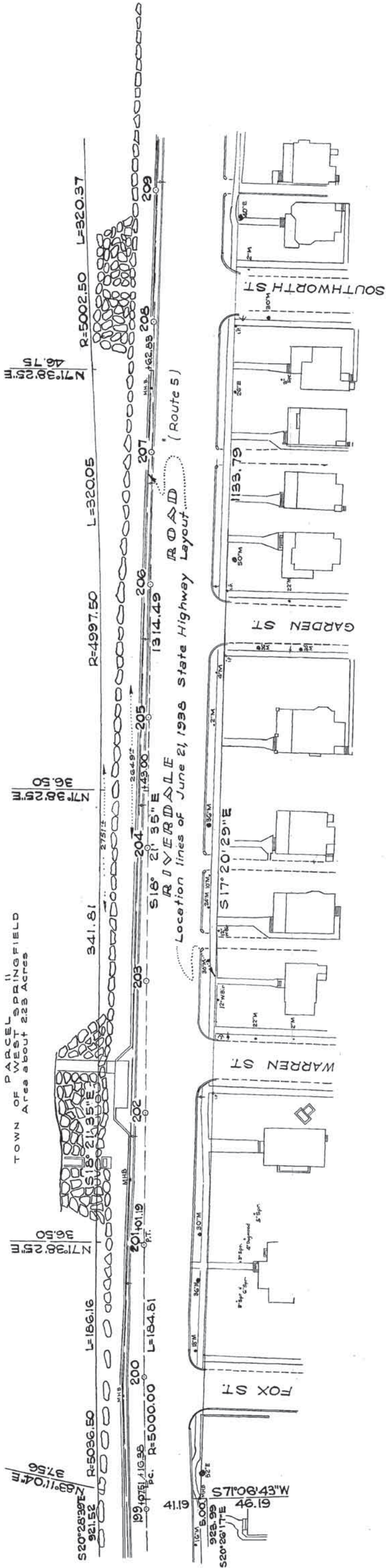
JULY 1, 1952

Scale: 40 feet to the inch

D. H. K. K. K.
Chief Engineer

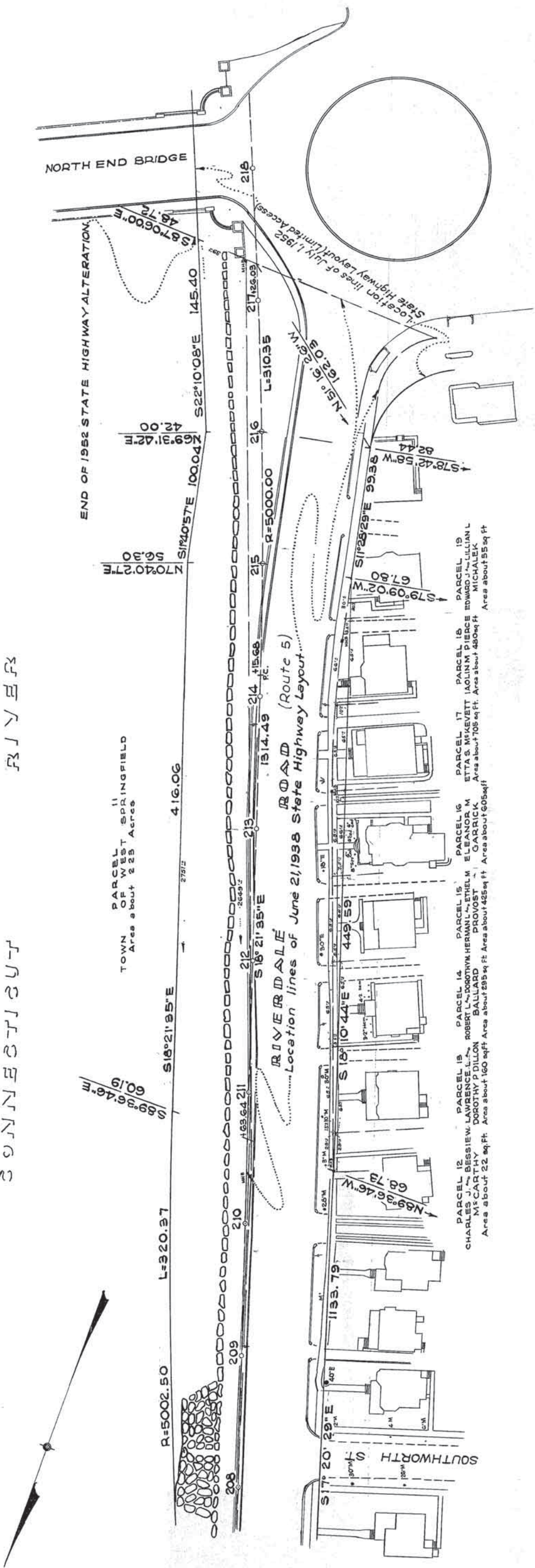
Layout No. 3987

CONNECTICUT RIVER



CONNERTY

REV





The Commonwealth of Massachusetts
Department of Public Works

100 Nashua Street, Boston 14

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

July 10, 1952

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 1, 1952, alter the location of a section of State highway laid out in West Springfield in the year 1938.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMoran
Secretary.

Registered Mail.
~~XXXXXXXXXX~~

W/mec



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 3987
and Order of Taking

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
June 21, 1938,
lay out and take charge of as a State highway a road in the town of WEST SPRINGFIELD,
county of Hampden, leading from
to, and being known as

Riverdale Road,
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
Town Clerk of said Town of West Springfield and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on Riverdale Road, so called (Route 5), and consists of widening and reestablishing the State highway location laid out June 21, 1938. Said alteration begins about 650 feet northerly of Beauview Terrace, so called, and extends thence southerly about a half a mile to the northerly side of a proposed traffic circle to be constructed at the westerly end of the North End Bridge over the Connecticut River.

The section of State highway hereby altered and laid out is more fully described as follows:

The base line of location of the section of State highway hereby altered and laid out begins at a point bearing north $69^{\circ} 33' 43''$ east and 0.96 of a foot distant from station 188+95.37 of the base line of the aforesaid 1938 State highway layout, said point being station 188+94.82 for the base line here described, and extends thence south $20^{\circ} 28' 39''$ east 1021.56 feet; thence by a curve to the right of 5000.00 feet radius 134.81 feet; thence south $18^{\circ} 21' 35''$ east 1314.49 feet; thence by a curve to the left of 5000.00 feet radius 310.35 feet to a point at the end of the alteration, about 83 feet northerly of an extension of the center line of said North End Bridge and about 160 feet distant north-easterly of the center of the aforesaid traffic circle, said point being shown on plan as station 217+26.03.

The easterly line of location of the section of State highway hereby altered and laid out begins at a point on the easterly location line of the aforesaid 1938 State highway layout, bearing north $69^{\circ} 33' 43''$ east and about 77 feet distant from the point of beginning of the above-described base line shown on plan as station 188+94.82, and extends thence southerly (leaving said 1938 location line) along the edge of the Connecticut River about 102 feet to a point bearing north $69^{\circ} 31' 21''$ east and about 56 feet distant from station 189+94.86 of said base line; thence (leaving said edge of river) south $69^{\circ} 31' 21''$ west about 19 feet to a point bearing north $69^{\circ} 31' 21''$ east and 36.50 feet distant from said station 189+94.86; thence south $20^{\circ} 28' 39''$ east 921.52 feet to a point bearing north $33^{\circ} 11' 04''$ east and 37.56 feet distant from station 199+07.51 of said base line; thence by a curve to the right of 5036.50 feet radius 186.16 feet to a point bearing north $71^{\circ} 38' 25''$ east and 36.50 feet distant from station 201+01.19 of said base line; thence south $18^{\circ} 21' 35''$ east 341.81 feet to a point bearing north $71^{\circ} 38' 25''$ east and 36.50 feet distant from station 204+43.00 of said base line; thence by a curve to the left of 4997.50 feet radius 320.05 feet to a point bearing north $71^{\circ} 38' 25''$ east and 46.75 feet distant from station 207+62.83 of said base line; thence by a curve to the right of 5002.50 feet radius 320.37 feet to a point bearing south $89^{\circ} 36' 46''$ east and 60.19 feet

distant from station 210+63.64 of said base line; thence south $18^{\circ} 21' 35''$ east 416.06 feet to a point bearing north $70^{\circ} 40' 27''$ east and 56.30 feet distant from station 215+00 of said base line; thence south $11^{\circ} 40' 57''$ east 100.04 feet to a point bearing north $69^{\circ} 31' 42''$ east and 42.00 feet distant from station 216+00 of said base line; thence south $22^{\circ} 10' 08''$ east 145.40 feet to a point at the end of the alteration, bearing south $87^{\circ} 06' 00''$ east and 48.72 feet distant from the point of ending of the above-described base line shown on plan as station 217+26.03.

The westerly line of location of the section of State highway hereby altered and laid out begins at a point marking the northerly end of the westerly location line of the aforesaid 1938 State highway layout, bearing south $85^{\circ} 00' 21''$ west and 47.26 feet distant from station 189+94.86 of the above-described base line, and extends thence, following said 1938 location line as hereby reestablished, south $20^{\circ} 26' 17''$ east 923.99 feet to a point bearing south $71^{\circ} 06' 43''$ west and 46.19 feet distant from station 199+07.51 of said base line; thence north $71^{\circ} 06' 43''$ east 5.00 feet to a point bearing south $71^{\circ} 06' 43''$ west and 41.19 feet distant from said station 199+07.51; thence south $17^{\circ} 20' 29''$ east 1133.79 feet to a point bearing north $89^{\circ} 36' 46''$ west and 68.73 feet distant from station 210+63.64 of said base line; thence leaving said 1938 location line and extending south $18^{\circ} 10' 44''$ east 449.59 feet to a point again on said 1938 location line bearing south $79^{\circ} 09' 02''$ west and 67.80 feet distant from station 215+00 of said base line; thence following said 1938 location line as hereby reestablished, south $11^{\circ} 28' 29''$ east 99.38 feet to a point at the end of the alteration bearing south $78^{\circ} 42' 58''$ west and 82.44 feet distant from station 216+00 of the aforesaid base line.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set thereon at angle points, points of curvature, and at the end of the alteration, also by a bound set on the westerly location line at the beginning of said alteration.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by F. H. Kittfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of West Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works July 1, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
11	Town of West Springfield	2.23 acres	\$1.00
12	Charles J. and Dessie W. McCarthy	22 sq. ft.	1.00
13	Lawrence C. and Dorothy P. Dillon	160 sq. ft.	1.00
14	Robert L. and Dorothy M. Ballard	295 sq. ft.	1.00
15	Herman A. and Ethel M. Prevost	425 sq. ft.	1.00
16	Eleanor M. Garrick	605 sq. ft.	1.00
17	Etta S. McKevett	705 sq. ft.	1.00
18	Isolin M. Peirce	430 sq. ft.	1.00
19	Edward J. and Lillian L. Michalek	55 sq. ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of August, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works,

1952 L.O.

in West Springfield

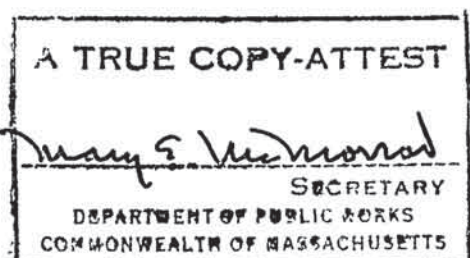
No. 3987

Page 5.

attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this first day of July, 1952.

<u>William F. Callahan</u>	}	Department
<u>B. H. Grout</u>		of
<u>Francis V. Matera</u>		Public Works



1952

West Springfield



STATE HIGHWAY LAYOUT #3989
Route 5, Riverdale Rd., North End Bridge to James Ave.

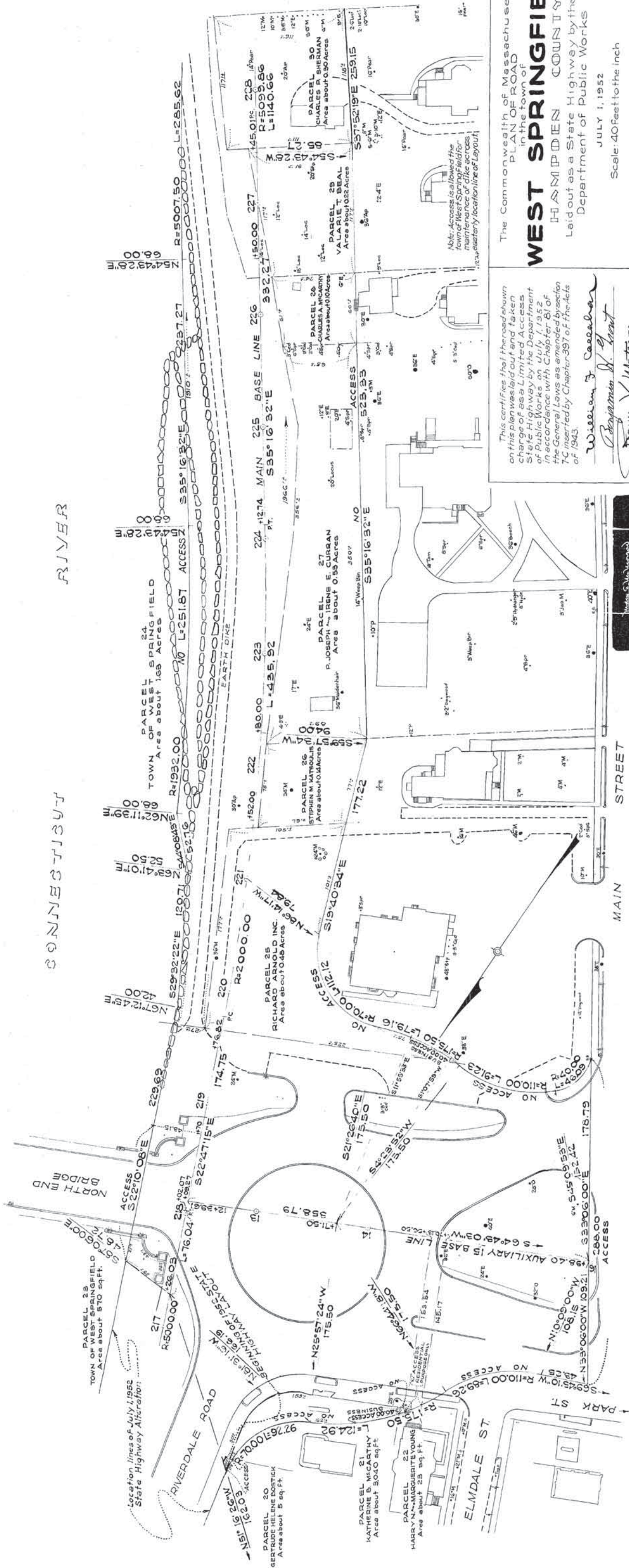
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 36 PAGES 115-116.

INDEXING

State Highway Layout #3989

- Image Info** SH70012 West Springfield
- Image Info** SH70012 North End Bridge
- Image Info** SH70012 James Avenue
- Image Info** SH70012 Riverdale Road
- Image Info** SH70012 Route 5
- Image Info** SH70012 Connecticut River

TWO SHEETS



This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on July 1, 1952 in accordance with Chapter 81 of the General Laws as amended by section 7C inserted by Chapter 397 of the Acts of 1943.

William J. Cavanah
Benjamin D. Grant
James V. Waters
Department of Public Works

The Commonwealth of Massachusetts
in the town of
PLAN OF ROAD

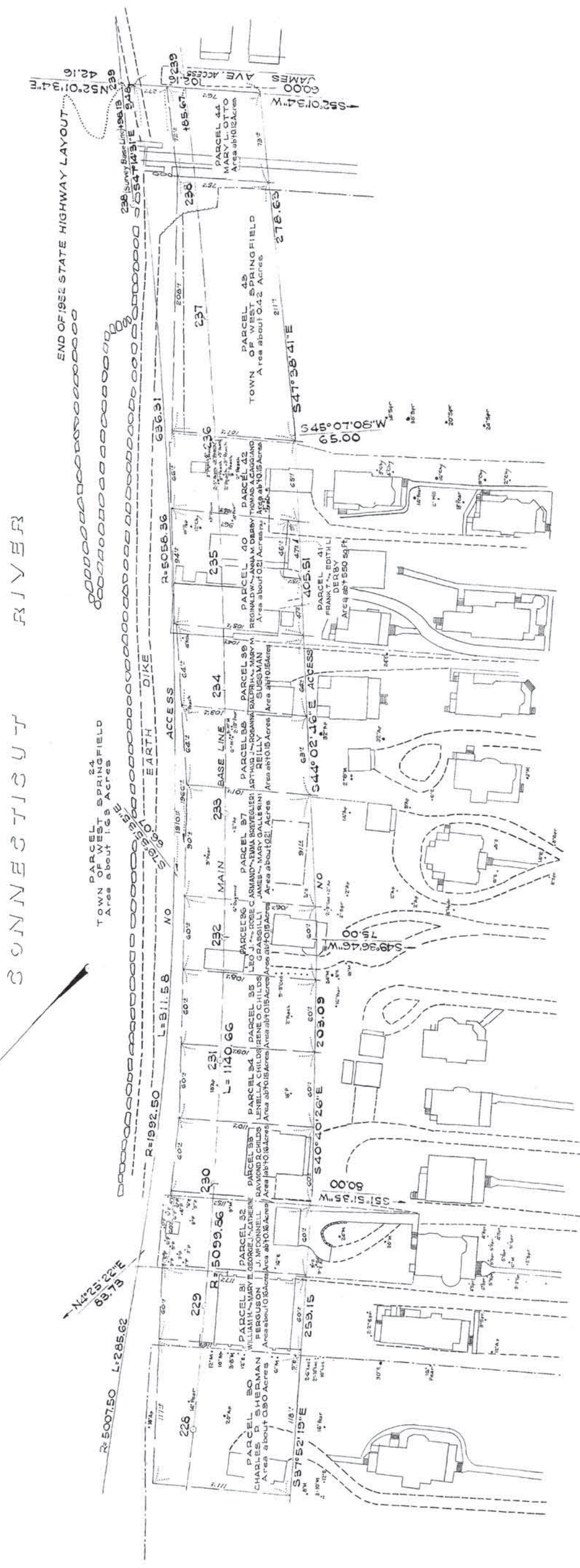
WEST SPRINGFIELD

in the town of
Laid out as a State Highway by the
Department of Public Works

JULY 1, 1952

Scale: 40 Feet to the inch

Chief Engineer Layout No 3989





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 10, 1952.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated July 1, 1952, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in West Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMorris
Secretary

W/mec

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3989
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the town of West Springfield, county of Hampden. The layout consists of establishing a State highway location for an extension of Riverdale Road, so-called (Route 5). Said layout is on new location and begins at the southerly end of Riverdale Road, as now existing, at the westerly end of the North End Bridge, so-called, over the Connecticut River; and extends thence southeasterly, adjacent to the westerly bank of said river, about 0.4 of a mile to James Avenue, so-called.

The State highway hereby laid out is more fully described as follows:

The main base line of location of the section of State highway hereby laid out begins at a point marking the southerly end of the base line of the State highway location altered and laid out on Riverdale Road on even date with the herein described layout, said point being about 83 feet northerly of the extension of the centre line of the aforesaid North End Bridge, being shown on plan as station 217+26.03; and extends thence southeasterly by a curve to the left (being a continuation of the base line of said alteration) of 5000.00 feet radius 76.04 feet; thence south 22° 47' 15" east 174.75 feet; thence by a curve to the left of 2000.00 feet radius 435.92 feet; thence south 35° 16' 32" east 332.27 feet; thence by a curve to the left of 5099.86 feet radius 1140.66 feet to a point at the end of the layout, on the northwesterly street line of James Avenue, so-called, said point being

shown on plan as station 238+85.67.

The length of State highway hereby laid out is 2159.64 feet.

An auxiliary base line begins at station 218+09.27 of the above described main base line, being station 12+39.61 for said auxiliary base line, and extends thence south $64^{\circ} 43' 03''$ west 358.79 feet to a point on the easterly street line of Main Street about 100 feet southerly of Park Street, said point being shown on plan as station 15+98.40.

The northeasterly line of location of the section of State highway hereby laid out begins at a point marking the southerly end of the easterly location line of the aforesaid alteration of even date with this layout, said point bearing south $87^{\circ} 06' 00''$ east and being 48.72 feet distant from the point of beginning of the above described main base line shown on plan as station 217+26.03 and extends thence south $22^{\circ} 10' 05''$ east 229.69 feet to a point bearing north $67^{\circ} 12' 45''$ east and 42.00 feet distant from station 219+76.82 of the aforesaid main base line; thence south $39^{\circ} 32' 22''$ east 180.71 feet to a point bearing north $63^{\circ} 41' 01''$ east and 52.50 feet distant from station 221+00 of said main base line; thence south $44^{\circ} 08' 43''$ east 52.76 feet to a point bearing north $62^{\circ} 11' 39''$ east and 68.00 feet distant from station 221+52.00 of said main base line; thence southeasterly, as shown on plan, by a curve to the left (not tangent to the line back) of 1932.00 feet radius 251.87 feet to a point bearing north $54^{\circ} 43' 28''$ east and 68.00 feet distant from station 224+12.74 of said main base line; thence ^{south} $73^{\circ} 16' 32''$ east 237.27 feet to a point bearing north $54^{\circ} 43' 28''$ east and 68.00 feet distant from station 226+50.00 of said main base line, and thence by a curve to the right of 5007.50 feet radius 285.62 feet to a point bearing north $4^{\circ} 25' 22''$ east and 83.73 feet distant from station 230+00 of said main base line; thence by a curve to the left of 1992.50 feet radius 311.58 feet to a point bearing south $79^{\circ} 35' 35''$ east and 66.07 feet distant from station 232+00 of said main base line; thence by another curve to the left of 5058.36 feet radius 635.31 feet to a point at the end of the layout, on the aforesaid northwesterly street line of James Avenue, said point bearing north $52^{\circ} 01' 34''$ east and being 42.16 feet distant from the point of ending of the above described main base line shown on plan as station 238+85.67.

The southwesterly line of location of the section of State highway hereby laid out begins at a point marking the southerly end of the westerly location line of the aforesaid alteration of even date with this layout, said point bearing north $51^{\circ} 16' 26''$ west and being 162.03 feet distant from the point of beginning of the above described main base line shown on plan as station 217+26.03, and extends thence southwesterly by a curve to the right (tangent to said alteration location line) of 70.00 feet radius 92.26 feet to a point bearing north $81^{\circ} 31' 16''$ west and 166.19 feet distant

from said station 217+26.03; thence by a curve to the left of 175.50 feet radius 124.92 feet to a point bearing north $66^{\circ} 44' 18''$ west and 175.50 feet distant from station 13+71.50 of the auxiliary base line hereinbefore described; thence by a curve to the right of 110.00 feet radius 89.26 feet to a point bearing north $10^{\circ} 09' 00''$ west and 108.15 feet distant from the point of ending of said auxiliary base line shown on plan as station 15+98.40; thence south $69^{\circ} 45' 10''$ west 43.25 feet to a point bearing north $33^{\circ} 06' 00''$ west and 109.21 feet distant from said station 15+98.40; thence extending along the northeasterly street line of Main Street south $33^{\circ} 06' 00''$ east 288.00 feet to a point bearing south $33^{\circ} 06' 00''$ east and 178.79 feet distant from the aforesaid station 15+98.40 of said auxiliary base line; thence leaving said street line of Main Street and extending northerly to northeasterly, as shown on plan, by a curve of 40.00 feet radius 46.09 feet to a point bearing south $45^{\circ} 09' 53''$ east and 152.42 feet distant from the aforesaid station 15+98.40; thence by a curve to the right of 110.00 feet radius 91.23 feet to a point bearing south $4^{\circ} 23' 52''$ west and 175.50 feet distant from the aforesaid station 13+71.50 of the auxiliary base line hereinbefore described; thence by a curve to the left of 175.50 feet radius 79.16 feet to a point bearing south $21^{\circ} 26' 40''$ east and 175.50 feet distant from said station 13+71.50; thence by a curve to the right of 70.00 feet radius 112.12 feet to a point bearing north $86^{\circ} 14' 17''$ west and 79.84 feet distant from station 221+00 of the hereinbefore described main base line; thence south $19^{\circ} 40' 34''$ east 177.22 feet to a point bearing south $59^{\circ} 57' 34''$ west and 94.00 feet distant from station 222+30.00 of said main base line; thence south $35^{\circ} 16' 32''$ east 523.33 feet to a point bearing south $54^{\circ} 43' 28''$ west and 85.27 feet distant from station 227+45.01 of said main base line; thence south $37^{\circ} 52' 19''$ east 259.15 feet to a point bearing south $51^{\circ} 51' 35''$ west and 80.00 feet distant from station 230+00 of said main base line; thence south $40^{\circ} 40' 26''$ east 203.09 feet to a point bearing south $49^{\circ} 36' 46''$ west and 75.00 feet distant from station 232+00 of said main base line; thence south $44^{\circ} 02' 46''$ east 405.51 feet to a point bearing south $45^{\circ} 07' 08''$ west and 65.00 feet distant from station 236+00 of said main base line; thence south $47^{\circ} 38' 41''$ east 278.63 feet to a point at the end of the layout, on the northwesterly street line of James Avenue, as aforesaid, said point bearing south $52^{\circ} 01' 34''$ west and being 60.00 feet distant from the point of ending of the above described main base line shown on plan as station 238+85.67.

The southeasterly end of the layout is defined by a line extending along the aforesaid northwesterly street line of James Avenue, south $52^{\circ} 01' 34''$ west 102.16 feet, from the point of ending of the above described northeasterly location line to the point of ending of the above described southwesterly location line.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the layout.

Access to and egress from the above described State highway location is limited, being allowed only as follows:-

1. Free access to and egress from said State highway location is allowed -
 - (a) Across the line defining the southeasterly end of the layout, as above described;
 - (b) At the North End Bridge - across the above described northeasterly location line between the point of beginning thereof bearing south $87^{\circ} 06' 00''$ east and 48.72 feet distant from the point of beginning of the above described main base line shown on plan as station 217+26.03, and a point on said location line opposite and 43.15 feet distant from station 218+70 of said main base line;
 - (c) Across the above described southwesterly location line between the point of beginning thereof, bearing north $51^{\circ} 16' 26''$ west and 162.03 feet distant from the aforesaid station 217+26.03 of the above described main base line and a point on said location line about 11 feet distant southerly of said point of beginning, at the southerly boundary line of the property of Gertrude Bostick; and
 - (d) On Main Street - across said southwesterly location line between points thereon bearing north $33^{\circ} 06' 00''$ west and south $33^{\circ} 06' 00''$ east and 109.21 feet and 178.79 feet distant from station 15+98.40 of the auxiliary base line hereinbefore described.
2. Access to and egress from said State highway location is allowed the abutter for residential purposes only across the above described southwesterly location line between points thereon opposite stations 14+56.50 and 14+70.13 of the auxiliary base line hereinbefore described and 153.54 feet and 145.17 feet distant respectively therefrom.
3. Access to and egress from said State highway location is allowed the abutter for business purposes between points on said southwesterly location line bearing south $1^{\circ} 07' 59''$ west and south $11^{\circ} 55' 33''$ east and 175.50 feet distant respectively from station 13+71.50 of said auxiliary base line. Also for a distance of 40.00 feet northeasterly (measured along said southwesterly location line) from the dividing line between the property of Harry N. and Marguerite Young and that of Katherine B. McCarthy, as shown on plan.
4. Access to and egress from said State highway location is allowed the Town of West Springfield and/or its duly authorized agents across the hereinbefore described northeasterly location line, but only for the purpose of maintaining the dike along the bank of the Connecticut River.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits,

poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by P. H. Kittfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of West Springfield Hampden County Laid out as a State Highway by the Department of Public Works July 1, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
20	Gertrude Helene Bostick	5 sq. ft.	\$1.00
21	Katherine B. McCarthy	3,040 sq. ft.	1.00
22	Harry N. and Marguerite Young	23 sq. ft.	1.00
23	Town of West Springfield	570 sq. ft.	
24	Town of West Springfield	1.63 acres	
25	Richard Arnold, Inc.	0.48 acres	1.00
26	Stephen M. Katsoulis	0.14 acres	1.00
27	P. Joseph and Irene E. Curran	0.53 acres	1.00
28	Charles A. McCarthy	0.10 acres	1.00
29	Valerie T. Beal	0.22 acres	1.00
30	Charles P. Sherman	0.30 acres	1.00
31	William H. and Mary E. Ferguson	0.16 acres	1.00
32	George J. and Catherine J. McDormell	0.16 acres	1.00
33	Raymond R. Childs	0.16 acres	1.00
34	Lenella Childs	0.15 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
35	Irene O. Childs	0.15 acres	\$1.00
36	Leo J. and Rose G. Grassilli	0.15 acres	1.00
37	Armand and Emma Breveglieri) James and Mary Gallerini)	0.21 acres	1.00
38	Arthur J. and Rosanna Reilly	0.15 acres	1.00
39	Ralph H. and Mary M. Sunneman	0.15 acres	1.00
40	Reginald W. and Anne M. Derby	0.21 acres	1.00
41	Frank T. and Edith L. Derby	550 sq. ft.	1.00
42	Thomas A. Caggiano	0.15 acres	1.00
43	Town of West Springfield	0.42 acres	
44	Mary L. Otto	0.12 acres	1.00

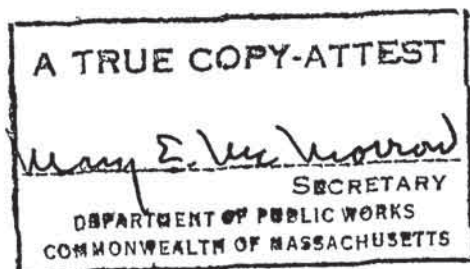
The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of August, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this first day of July, 1952.



William F. Callahan

Department

Benjamin H. Grout

of

Francis V. Matera

Public Works

1952

West Springfield



STATE HIGHWAY LAYOUT #4015
Route 5, Riverdale Rd., alteration at North End Bridge.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 38 PAGE 64.

INDEXING

STATE HIGHWAY LAYOUT #4015

- Image Info** SH70013 West Springfield
- Image Info** SH70013 North End Bridge
- Image Info** SH70013 Riverdale Road
- Image Info** SH70013 Route 5
- Image Info** SH70013 Connecticut River

CONNECTICUT

MAINE

NORTH BRIDGE



NOTE: The alteration consists of revising the Limited Access provisions of the July 1, 1952 State Highway Layout, to allow access egress across the westerly location line for business purposes as shown hereon.

The Commonwealth of Massachusetts
PLAN OF ROAD
in the town of

WEST SPRINGFIELD

Altered and laid out as a State Highway by the
Department of Public Works

Scale: 40 feet to the inch

Chief Engineer

Layout No 4015

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on November 23, 1952, in accordance with Chapter 81B of the General Laws as amended by Section 7C inserted by Chapter 397 of the Acts of 1943.

William J. Gooch
Department of Public Works





The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4015

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
July 1, 1952,
lay out and take charge of as a State highway a road in the town of WEST SPRINGFIELD,
county of Hampden, leading from
to and being known as
Riverdale Road (Route 5),
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
Town Clerk of said Town of West Springfield; and
WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;
NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described, with
limited access provisions.

The alteration consists of revising the limited access provisions of the State highway laid out on July 1, 1952, across a certain portion of the westerly location line thereof at the traffic circle adjacent to the North End Bridge, so called.

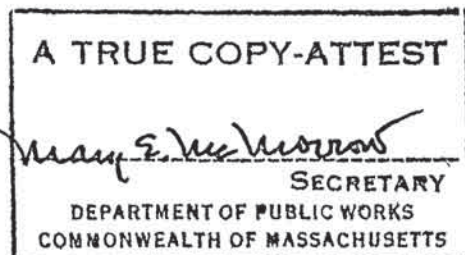
Said limited access provisions between points on said location line bearing north $10^{\circ} 03' 04''$ west and north $52^{\circ} 34' 40''$ west and 216.77 feet and 175.50 feet distant respectively from station 13+71.50 of the auxiliary base line of said layout are hereby voided; and in substitution therefor access only to said State highway location for business purposes is hereby allowed across said location line between points thereon bearing north $39^{\circ} 31' 08''$ west and north $52^{\circ} 34' 40''$ west and 175.50 feet distant respectively from said station 13+71.50. Also egress only from said State highway location for said purposes is hereby allowed across said westerly location line between points thereon bearing north $10^{\circ} 03' 04''$ west and north $16^{\circ} 37' 29''$ west and 216.77 feet and 184.67 feet distant respectively from said station 13+71.50, and between points on said location line bearing north $20^{\circ} 51' 46''$ west and north $33^{\circ} 48' 39''$ west and 178.01 feet and 175.50 feet distant respectively from the aforesaid station 13+71.50.

No access-egress to and from said State highway location is allowed across said location line within the limits of the aforesaid voided limited access provisions, except as above noted.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-fifth day of November, 1952.



<u>William F. Callahan</u>	}	Department
<u>Benjamin H. Grout</u>		of
<u>Francis V. Matera</u>		Public Works

1953

West Springfield



STATE HIGHWAY LAYOUT #4050
Route 5, Riverdale Rd., part of layout #4015, no ingress,
voided to allow egress only.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 39 PAGE 75.

INDEXING

STATE HIGHWAY LAYOUT #4050

Image Info SH70014 West Springfield

Image Info SH70014 Riverdale Road

Image Info SH70014 Route 5

Image Info SH70014 Connecticut River

CONNECTICUT

RIVER

North End Bridge

RIVERDALE ROAD
Location lines of July 1, 1952 State Highway Alteration
RIVERDALE ROAD EXT.

217 MAIN BASE LINE
R = 5000.00
PT. 1 S 22° 47' 15" E

218 +02.07
PT. 2 S 22° 47' 15" E

219

12 +39.61

14 LINE

15

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THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4050.

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, on July 1, 1952, lay out a State highway location with limited access provisions for a road in the town of WEST SPRINGFIELD, county of Hampden; and

WHEREAS, it now seems advisable to revise said limited access provisions;

NOW, THEREFORE, We, John A. Volpe, Commissioner, and Benjamin H. Grout and Francis V. Matera, Associate Commissioners, of the Department of Public Works, do hereby revise the aforesaid limited access provisions as follows, to wit:

The no access-egress provision of said layout across the southwesterly location line thereof between a point thereon bearing north $66^{\circ} 44' 18''$ west and 175.50 feet distant from station 13+71.50 of the auxiliary base line of said layout and a point on said location line bearing north $25^{\circ} 16' 57''$ west and 107.93 feet distant from station 15+31.28 of said auxiliary base line, is hereby voided, and in substitution therefor egress only from said State highway location is hereby allowed across said southwesterly location line between the above-described points.

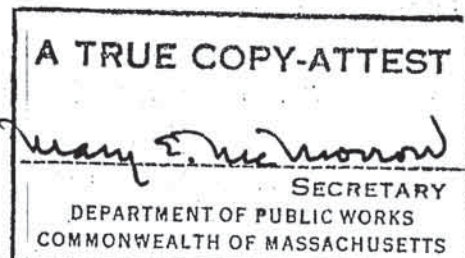
The section of State highway hereby altered and laid out is shown on a plan signed by W. C. Tuttle, Chief Engineer, and signed by the Department of Public Works, and on file in

its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works March 10, 1953. Scale: 40 feet to the inch".

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this tenth day of March, 1953.



John A. Volpe

Benjamin H. Grout

Francis V. Matera

Department

of

Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

March 20, 1953.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of March 10, 1953, alter the location of a section of State highway laid out in West Springfield in the year 1952.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate covers~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May Mc Morrow
Secretary.

~~Registered Mail~~

R

Received in Hampden County Commissioners' Office on April 8, 1953-
Brought in by Mr. Whalen from Boston office, Miss Mc Morrow's office.
Charles A.
Mr. Whalen came in for the receipts on April 9, 1953.

1953

West Springfield



STATE HIGHWAY LAYOUT #4053
Route 5, Riverdale Rd., James Ave to Bridge St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 40 PAGES 42-43.

INDEXING

STATE HIGHWAY LAYOUT #4053

- Image Info** SH70015 West Springfield
- Image Info** SH70015 Bridge Street
- Image Info** SH70015 James Avenue
- Image Info** SH70015 Riverdale Road
- Image Info** SH70015 Route 5
- Image Info** SH70015 Connecticut River

C O N N E C T I O N S

Note:- Access-egress across the northeasterly location line of the State Highway is allowed the town of West Springfield for the purpose of maintaining the dike and drainage structures.

BEGINNING OF 1953 STATE HIGHWAY LAYOUT

Location lines of July 1, 1952 State Highway layout

PARCEL NO	SUPPOSED OWNER	FEE TAKING AREA
101 & D-19	PAUL K. AND WINIFRED C. FROHOCK	665 SQ. FT.
102	WILFRED A. AND MARGUERITE GONEAU	0.11 ACRE
103	TOWN OF WEST SPRINGFIELD	2980 SQ. FT.
104	JOHN AND KATE WROBEL	3500 SQ. FT.
D-20	EMMA V. ROBERT E. AND IDA M. SANBOURN	
105 & D-21	ELIZABETH TINKHAM AND GERTRUDE CORNELLATI	3000 SQ. FT.
D-22	STEPHEN L. WRIGHT	
106 & D-23	CLIFTON R. AND ADELINE I. GILMAN	3150 SQ. FT.
107	WHITNEY J. AND ESTHER L. SLOAT	3900 SQ. FT.
108	TOWN OF WEST SPRINGFIELD	0.79 ACRE
109 & D-24	ROMAN CATHOLIC BISHOP OF SPRINGFIELD	0.32 ACRE
110 & D-25	JOSEPH SHEA	2850 SQ. FT.
111 & D-26	WILFRED AND FLORA BREYETTE	0.11 ACRE
112 & D-27	FRANK D. AND PEARL W. ORTON	0.15 ACRE
113 & D-28	MARY DUCHNOWICZ	4004 SQ. FT.
114 & D-29	FRANK AND LENA SCEVOLA	0.12 ACRE
115 & D-30	GEORGE F. HANNA	0.13 ACRE
116 & D-31	AUGUSTO AND ERMELINDA DAGRADI	0.26 ACRE
117 & D-32	WEST SPRINGFIELD NEIGHBORHOOD HOUSE ASSOCIATION	0.26 ACRE

NOTE:- PARCELS D-19 TO D-42 INCLUSIVE SHOWN HEREON COMPRISE EASEMENTS FOR DRAINAGE PURPOSES TAKEN IN BEHALF OF THE TOWN OF WEST SPRINGFIELD. AN EASEMENT FOR DRAINAGE PURPOSES IS ALSO GRANTED THE TOWN IN THE TRIANGULAR PORTION OF PARCEL 106 INDICATED ABOVE.

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on May 19, 1953 in accordance with Chapter 81 of the General Laws as amended by Section 1C inserted by Chapter 557 of the Acts of 1943.

John Allgeier
Department of Public Works

The Commonwealth of Massachusetts

PLAN OF ROAD
in the town of

WEST SPRINGFIELD

Laid out as a State Highway by the
Department of Public Works

MAY 19, 1953
Scale: 40 feet to the inch

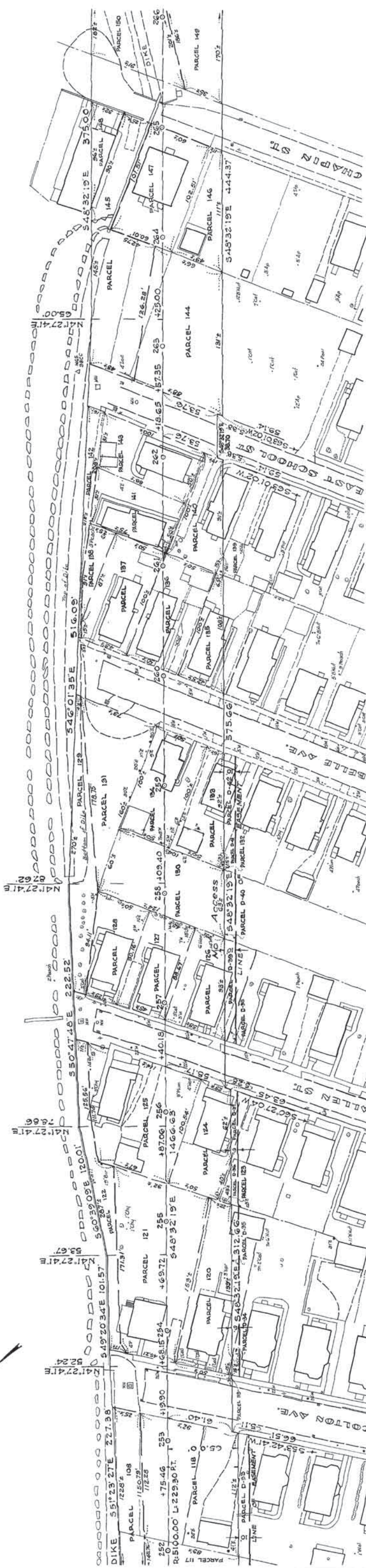
H. J. Gray
Chief Engineer

LAYOUT NO. 4053



3 3 N N E E T T J C U T 3 J V E 3

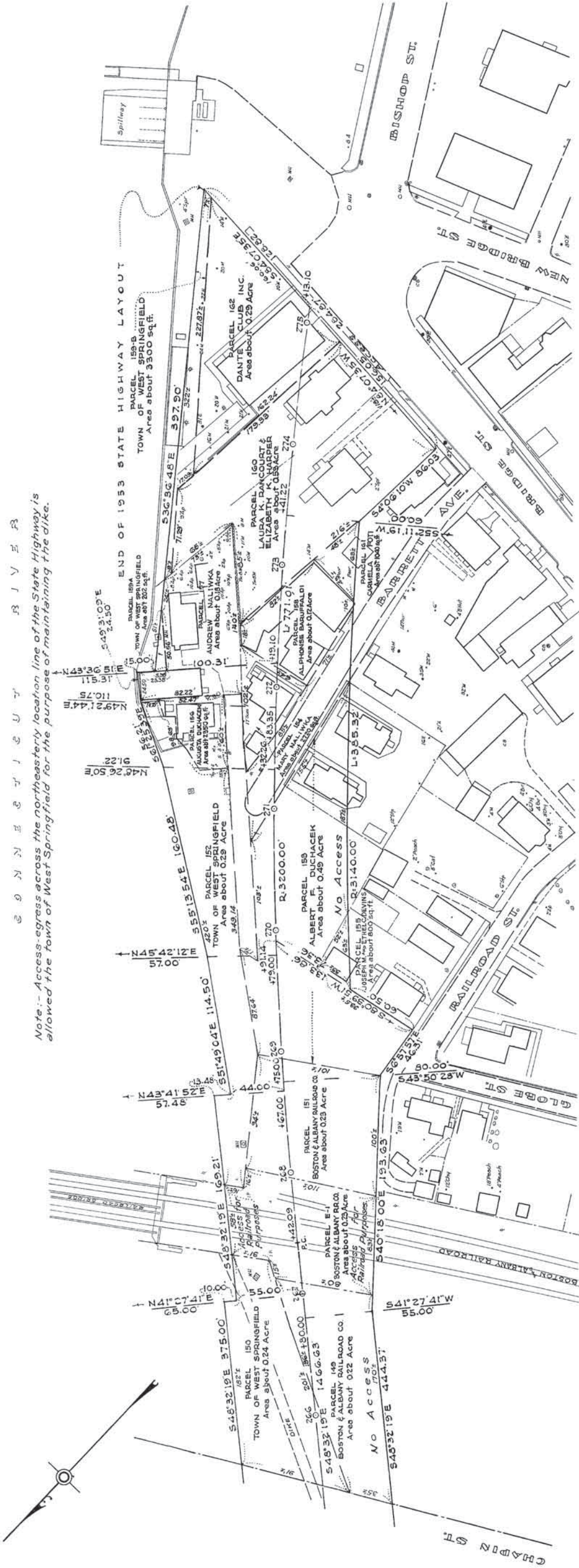
Note:- Access-egress across the northeasterly location line of the State Highway is allowed the town of West Springfield for the purpose of maintaining the dike.



PARCEL NO	SUPPOSED OWNER	FREE TAKING AREA
118 & D-33	EMIL AND ANNETTE SCRILLING	0.23 ACRE
119 & D-34	JOHN AND ALZBETA LEIGNER	22 SQ. FT.
120 & D-35	ALPHONSE AND ROSANNA TROIE	0.13 ACRE
121	EVA GRISE	0.25 ACRE
122	TOWN OF WEST SPRINGFIELD	5550 SQ. FT.
123 & D-36	ANDREW E. AND GEORGIA TAKIS	260 SQ. FT.
124 & D-37	RUSSELL A. AND IRENE L. MORIN	0.10 ACRE
125	AGNES HLAVAC	0.21 ACRE
D-38	ANTONIO G. AND ANTHONY N. MUSCARO	3565 SQ. FT.
126 & D-39	EDWARD E. AND MARY E. BEUSEE	4015 SQ. FT.
127	FRANCIS E. AND EVELYN E. BARSALOU	3465 SQ. FT.
128	RALPH F. AND KATHERINE J. KUNASEK	4320 SQ. FT.
129	TOWN OF WEST SPRINGFIELD	0.13 ACRE
130 & D-40	" "	39 SQ. FT.
131	OWNER UNKNOWN	
132 & D-41	FRANCESCO A. AND MARIA F. LOTITO	

PARCEL NO	SUPPOSED OWNER	FREE TAKING AREA
133 & D-42	VICTOR L. AND GISELLE G. RENAUD	3521 SQ. FT.
134	MALCOLM AND BARBARA McLEAN	0.11 ACRE
135	ROBERT AND LORRAINE M. BEACH	2450 SQ. FT.
136	FRANK CORAVAGGI	0.11 ACRE
137	JOHN AND ELEANOR TARDIBUONO, & PRIMO A. AND ROSE M. GUIDETTI	0.11 ACRE
138	OWNER UNKNOWN	1910 SQ. FT.
139	FRED AND MARY CACHUK	45 SQ. FT.
140	MARY T. AND JENNIE ALBANESE	3200 SQ. FT.
141	PRIMO A. AND ROSE M. GUIDETTI	4100 SQ. FT.
142	TOWN OF WEST SPRINGFIELD	1400 SQ. FT.
143	JOSEPH E. AND JENNIE O. FORTUNE	0.11 ACRE
144	CLEONICE GIROTTI	0.22 ACRE
145	TOWN OF WEST SPRINGFIELD	0.20 ACRE
146	HENRY MATARAZZO	9130 SQ. FT.
147	TULA AND STEPHEN M. KATSOULIS	0.14 ACRE
148	VERDI CLUB, INC.	1440 SQ. FT.

Note:- Access-egress across the northeasterly location line of the State Highway is allowed the town of West Springfield for the purpose of maintaining the dike.



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 4053
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the town of WEST SPRINGFIELD, county of Hampden.

The layout consists of establishing a new State highway location for an extension of the relocation of Route 5. Said layout begins at the southeasterly end of the State highway location laid out on July 1, 1952 and extends thence southeasterly, adjoining the dyke on the southwesterly bank of the Connecticut River, about 0.7 of a mile to the northerly side of Bridge Street.

The base line of location of the section of State highway hereby laid out is that of a survey made by Engineers of the Department in February, 1951, and begins at the point of ending of the base line of the aforesaid July 1, 1952 State highway layout, shown on plan as station 238+85.67, and extends thence southeasterly, as shown on plan, by a curve to the left of 5099.86 feet radius 94.25 feet; thence by a curve to the right of 5436.78 feet radius 302.41 feet; thence south 45° 57' 45" east 763.83 feet; thence by a curve to the left of 5100.00 feet radius 229.30 feet; thence south 48° 32' 19" east 1465.63 feet; thence by a curve to the right of 3200.00 feet radius 771.01 feet to a point at the end of the layout, on the northerly street line of Bridge Street about opposite Bishop Street, so called, said point being shown on plan as station 275+13.10.

The length of the State highway hereby laid out is 3,627.43 feet.

The northeasterly line of location of the section of State highway hereby laid out begins at a point on the line defining the southeasterly end of the aforesaid July 1, 1952 layout (on the northwesterly side of James Avenue) bearing north $52^{\circ} 01' 34''$ east and 40.64 feet distant from the point of beginning of the base line hereinbefore described, shown on plan as station 238+85.67, and extends thence, leaving said line of the 1952 layout, parallel to the above-described base line and 40.00 feet distant therefrom to a point bearing north $44^{\circ} 02' 15''$ east and 40.00 feet distant from station 242+82.33; thence south $45^{\circ} 57' 45''$ east 856.95 feet to a point bearing north $42^{\circ} 59' 00''$ east and 39.14 feet distant from station 251+40.00 of said base line; thence south $51^{\circ} 23' 27''$ east 227.38 feet to a point bearing north $41^{\circ} 27' 41''$ east and 52.24 feet distant from station 253+68.15 of said base line; thence south $49^{\circ} 20' 34''$ east 101.57 feet to a point bearing north $41^{\circ} 27' 41''$ east and 53.67 feet distant from station 254+69.72 of said base line; thence south $60^{\circ} 39' 09''$ east 120.01 feet to a point bearing north $41^{\circ} 27' 41''$ east and 78.86 feet distant from station 255+87.05 of said base line; thence south $50^{\circ} 47' 48''$ east 222.52 feet to a point bearing north $41^{\circ} 27' 41''$ east and 87.62 feet distant from station 258+09.40 of said base line; thence south $46^{\circ} 01' 35''$ east 516.09 feet to a point bearing north $41^{\circ} 27' 41''$ east and 65.00 feet distant from station 263+25.00 of said base line; thence south $48^{\circ} 32' 19''$ east 375.00 feet to a point bearing north $41^{\circ} 27' 41''$ east and 65.00 feet distant from station 267 of said base line; thence south $41^{\circ} 27' 41''$ west 10.00 feet to a point bearing north $41^{\circ} 27' 41''$ east and 55.00 feet distant from said station 267; thence south $48^{\circ} 32' 19''$ east 169.21 feet to a point bearing north $43^{\circ} 41' 52''$ east and 57.48 feet distant from station 268+67.00 of said base line; thence south $43^{\circ} 41' 52''$ west 13.48 feet to a point bearing north $43^{\circ} 41' 52''$ east and 44.00 feet distant from said station 268+67.00; thence south $51^{\circ} 49' 04''$ east 114.50 feet to a point bearing north $45^{\circ} 42' 12''$ east and 57.00 feet distant from station 269+79.00 of said base line; thence south $55^{\circ} 13' 54''$ east 160.48 feet to a point bearing north $48^{\circ} 26' 50''$ east and 91.22 feet distant from station 271+32.26 of said base line; thence south $61^{\circ} 25' 39''$ east 56.21 feet to a point bearing north $49^{\circ} 21' 44''$ east and 110.75 feet distant from station 271+83.35 of said base line; thence south $49^{\circ} 31' 09''$ east 24.50 feet to a point bearing north $43^{\circ} 36' 51''$ east and 115.31 feet distant from station 272+19.10 of said base line; thence south $43^{\circ} 36' 51''$ west 15.00 feet to a point bearing north $43^{\circ} 36' 51''$ east and 100.31 feet distant from said station 272+19.10; thence south $36^{\circ} 36' 48''$ east 397.90 feet to a point at the end of the layout, on the northerly street line of Bridge Street, bearing south $84^{\circ} 07' 35''$ east and 128.32 feet distant from the point of ending of said base line shown on plan as station 275+13.10.

The southwesterly line of location of the section of State highway hereby laid out begins at a point marking the southeasterly end of the southwesterly location line of the aforesaid July 1, 1952 State highway layout bearing south $52^{\circ} 01' 34''$ west and 60.00 feet distant from the point of beginning of the base line hereinbefore described shown on plan as station 238+85.67, and extends

thence, leaving said 1952 location line, south $49^{\circ} 58' 01''$ east 304.16 feet to a point bearing south $53^{\circ} 10' 00''$ west and 50.80 feet distant from station 241+89.06 of said base line; thence north $53^{\circ} 10' 00''$ east 12.70 feet to a point bearing south $53^{\circ} 10' 00''$ west and 38.10 feet distant from said station 241+89.06; thence parallel to said base line and 37.50 feet distant therefrom to a point bearing south $51^{\circ} 30' 10''$ west and 37.82 feet distant from station 245+86.86; thence south $51^{\circ} 30' 10''$ west 27.74 feet to a point bearing south $51^{\circ} 30' 10''$ west and 65.56 feet distant from said station 245+86.86; thence parallel to said base line and 65.00 feet distant therefrom to a point bearing south $53^{\circ} 42' 41''$ west and 66.51 feet distant from station 253+19.90 of said base line; thence north $53^{\circ} 42' 41''$ east 5.11 feet to a point bearing south $53^{\circ} 42' 41''$ west and 61.40 feet distant from said station 253+19.90; thence south $48^{\circ} 32' 19''$ east 312.66 feet to a point bearing south $60^{\circ} 27' 04''$ west and 63.45 feet distant from station 256+40.18 of said base line; thence north $60^{\circ} 27' 04''$ east 5.28 feet to a point bearing south $60^{\circ} 27' 04''$ west and 58.17 feet distant from said station 256+40.18; thence south $48^{\circ} 32' 19''$ east 575.66 feet to a point bearing south $63^{\circ} 01' 02''$ west and 59.14 feet distant from station 262+18.65 of said base line; thence north $63^{\circ} 01' 02''$ east 5.38 feet to a point bearing south $63^{\circ} 01' 02''$ west and 53.76 feet distant from said station 262+18.65; thence south $48^{\circ} 32' 19''$ east 38.70 feet to a point bearing south $63^{\circ} 01' 02''$ west and 53.76 feet distant from station 262+57.35 of said base line; thence south $63^{\circ} 01' 02''$ west 5.38 feet to a point bearing south $63^{\circ} 01' 02''$ west and 59.14 feet distant from said station 262+57.35; thence south $48^{\circ} 32' 19''$ east 444.37 feet to a point bearing south $41^{\circ} 27' 41''$ west and 55.00 feet distant from station 266+80.00 of said base line; thence south $40^{\circ} 18' 00''$ east 193.63 feet to a point bearing south $43^{\circ} 50' 28''$ west and 80.00 feet distant from station 268+75.00 of said base line; thence south $6^{\circ} 57' 57''$ east 46.31 feet to a point bearing south $80^{\circ} 39' 51''$ west and 133.86 feet distant from station 269+91.14 of said base line; thence north $80^{\circ} 39' 51''$ east 60.50 feet to a point bearing south $80^{\circ} 39' 51''$ west and 73.35 feet distant from said station 269+91.14; thence southeasterly, as shown on plan, by a curve to the right of 3140.00 feet radius 385.32 feet to a point bearing south $52^{\circ} 11' 19''$ west and 60.00 feet distant from station 273+41.22 of said base line; thence south $4^{\circ} 06' 10''$ west 86.03 feet to a point at the end of the layout, on the northerly street line of Bridge Street, bearing north $84^{\circ} 07' 35''$ west and 156.05 feet distant from the point of ending of said base line shown on plan as station 275+13.10.

The southeasterly end of the section of State highway hereby laid out is defined by that portion of the northerly street line of Bridge Street extending north $84^{\circ} 07' 35''$ west 284.87 feet between the points of ending of the northeasterly and southwesterly location lines hereinbefore described.

An easement is hereby granted to the Town of West Springfield by the Department of Public Works, acting under the provisions of Chapter 449 of the Acts of 1948, to construct, maintain and use drainage structures within the State highway layout hereinbefore described within the limits of the existing location of Cottage Street and within an area bounded by the southwesterly location line of said State highway layout, and by a line beginning at a

point on said location line opposite station 241 of the base line for said State highway layout and extending thence southeasterly, as shown on plan, to a point on said location line bearing south $53^{\circ} 10' 00''$ west and 38.10 feet distant from station 241+89.06 of said base line.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the layout.

The right of access to and egress from the above-described State highway location is limited, being permitted across the location lines hereinbefore described only as follows:

1. Free access to and egress from the State highway location is allowed across the above-described line defining the southeasterly end of the layout.
2. Access to and egress from the State highway location is allowed the Boston and Albany Railroad, its successors and/or assigns, across said location lines for railroad purposes only within the limits of the area shown as Parcel E-1 on the plan hereinafter referred to.
3. Access to and egress from the State highway location is allowed the Town of West Springfield and/or its agents across the northeasterly location line for the entire length thereof but only for the purpose of maintaining the dyke along the Connecticut River and drainage structures; and across the southwesterly location line within the limits of the existing location of Cottage Street for the purpose of maintaining drainage structures.

In connection with the laying out of the section of State highway location hereinbefore described it is necessary to construct and maintain drainage structures on land abutting said State highway. Easements are hereby taken therefor in the parcels of land hereinafter described as Parcels D-19 to D-39, inclusive, D-41 and D-42, under the provisions of Chapters 79 and 83 of the General Laws. Said easements are hereby taken in behalf of the town of West Springfield and consist of the right to enter upon said land at any time to construct drainage structures thereon and to maintain and use the same.

Parcels D-19, D-20 and D-21 together comprise an area bounded northeasterly by the southwesterly location line of the aforesaid State highway layout; southeasterly by the northwesterly street line

of Cottage Street; southwesterly by a line parallel to said State highway location line and 10 feet distant southwesterly therefrom; and northwesterly by the southeasterly street line of James Avenue; said parcels being bounded as follows:

Parcel D-19. A parcel of land supposed to be owned by PAUL K. and WINIFRED C. FROHOCK, bounded northeasterly by the aforesaid State highway location about 72 feet; southeasterly by land of Emma V. Sanbourn et al and land of Elizabeth Tinkham et al about 11 feet; southwesterly by other land of said Frohocks about 72 feet; and northwesterly by James Avenue about 11 feet.

Parcel D-20. A parcel of land supposed to be owned by EMMA V., ROBERT E., and IDA M. SANBOURN, bounded northeasterly by land of Elizabeth Tinkham et al about 30.5 feet; southwesterly by other land of said Sanbourns about 31 feet; and northwesterly by land of Paul K. Frohock et al about 7 feet.

Parcel D-21. A parcel of land supposed to be owned by ELIZABETH TINKHAM and GERTRUDE CORNELLATI, bounded northeasterly by the aforesaid State highway location about 81 feet; southeasterly by Cottage Street about 11 feet; southwesterly in part by other land of said Tinkham and Cornellati and in part by land of Emma V. Sanbourn et al about 51 feet and about 30.5 feet respectively; and northwesterly by land of Paul K. Frohock et al about 4 feet.

Parcels D-22 and D-23 together comprise an area bounded northeasterly by the southwesterly location line of the aforesaid State highway layout; southwesterly by a line extending from a point bearing south $53^{\circ} 10' 00''$ west and 50.80 feet distant from station 241+89.06 of the aforesaid State highway base line to a point on the southeasterly street line of Cottage Street 11 feet distant southwesterly, measured along said street line, from said State highway location line; and northwesterly by the southeasterly street line of Cottage Street, said parcels being bounded as follows:

Parcel D-22. A parcel of land supposed to be owned by STEPHEN L. WRIGHT, bounded northeasterly by land of Clifton R. and Adeline I. Gilman about 4 feet; southwesterly by other land of said Wright about 5 feet; and northwesterly by Cottage Street about 1.5 feet.

Parcel D-23. A parcel of land supposed to be owned by CLIFTON R. and ADELINE I. GILMAN, bounded northeasterly by the aforesaid State highway location about 95 feet; southwesterly by other land of Gilmans about 91 feet; again southwesterly by land of Stephen L. Wright about 4 feet; and northwesterly by Cottage Street about 9.5 feet.

Parcels D-24 to D-33, inclusive, together comprise an area bounded northwesterly, northeasterly, southeasterly and again northeasterly by the southwesterly location line of the aforesaid State highway layout; southeasterly by the northwesterly street line of Colton Avenue; southwesterly by a line beginning on said line of Colton Avenue and extending northwesterly, parallel to said State highway location line and 10 feet distant southwesterly therefrom to a point opposite station 248+35 of the aforesaid State highway

base line; thence northeasterly 3 feet at right angles to the preceding course; thence parallel to said State highway location line and 7 feet distant therefrom to a point opposite station 248+11 of said base line; thence southwesterly at right angles to the preceding course 3 feet; thence northwesterly and northeasterly, parallel to said State highway location line, and 10 feet distant therefrom, as shown on plan, to a point about opposite station 245+70 of the aforesaid base line and 47.50 feet distant therefrom; thence northwesterly to a point opposite station 245+39 and 43 feet distant from said station; thence southwesterly 4.50 feet to a point opposite said station 245+39 and 47.50 feet distant therefrom; thence northwesterly, parallel to said State highway location line, as shown on plan, and 10 feet distant southwesterly therefrom to a point bearing south $53^{\circ} 10' 00''$ west and 48.11 feet distant from station 241+89.06 of said base line; said parcels being bounded as follows:

Parcel D-24. A parcel of land supposed to be owned by the ROMAN CATHOLIC BISHOP OF SPRINGFIELD, bounded northwesterly and northeasterly by the aforesaid State highway location about 10 feet and about 343 feet respectively; southeasterly by land now or formerly of Joseph Shea about 10 feet; and southwesterly by other land of said Bishop of Springfield about 343 feet.

Parcel D-25. A parcel of land supposed to be owned by JOSEPH SHEA, bounded northeasterly and southeasterly by the aforesaid State highway location, as shown on plan, about 57 feet and 27.74 feet respectively; again southeasterly by land of Wilfred and Flora Breyette about 10 feet; southwesterly, northwesterly, again southwesterly, southeasterly, and again southwesterly by other land of said Shea about 10 feet, 27.74 feet, about 30 feet, 4.5 feet, and about 15 feet respectively; and northwesterly by land of the Roman Catholic Bishop of Springfield about 10 feet.

Parcel D-26. A parcel of land supposed to be owned by WILFRED and FLORA BREYETTE, bounded northeasterly by the aforesaid State highway location about 60 feet; southeasterly by land of Frank D. and Pearl W. Orton about 10 feet; southwesterly by other land of said Breyettes about 50 feet; and northwesterly by land of Joseph Shea about 10 feet.

Parcel D-27. A parcel of land supposed to be owned by FRANK D. and PEARL W. ORTON, bounded northeasterly by the aforesaid State highway location about 81 feet; southeasterly by land of Mary Duchnowicz about 10 feet; southwesterly by other land of the said Ortons about 81 feet; and northwesterly by land of Wilfred and Flora Breyette about 10 feet.

Parcel D-28. A parcel of land supposed to be owned by MARY DUCHNOWICZ, bounded northeasterly by the aforesaid State highway location about 52 feet; southeasterly by land of Frank and Lena Scovola about 10 feet; southwesterly by other land of said Duchnowicz about 52 feet; and northwesterly by land of Frank D. and Pearl W. Orton about 10 feet.

Parcel D-29. A parcel of land supposed to be owned by FRANK and LENA SCEVOLA, bounded northeasterly by the aforesaid State highway location about 66 feet; southeasterly by land of George F. Hanna about 10 feet; northwesterly, southwesterly, southeasterly and again southwesterly, as shown on plan, by other land of said Scevolas 3 feet, 24 feet, 3 feet and about 42 feet respectively; and northwesterly by land of Mary Duchnowicz about 10 feet.

Parcel D-30. A parcel of land supposed to be owned by GEORGE F. HANNA, bounded northeasterly by the aforesaid State highway location about 75 feet; southeasterly by land of Augusto and Ermelinda Dagradi about 10 feet; southwesterly by other land of said Hanna about 75 feet; and northwesterly by land of Frank and Lena Scevola about 10 feet.

Parcel D-31. A parcel of land supposed to be owned by AUGUSTO and ERMELINDA DAGRADI, bounded northeasterly by the aforesaid State highway location about 143 feet; southeasterly by land of the West Springfield Neighborhood House Association about 10 feet; southwesterly by other land of said Dagradi about 143 feet; and northwesterly by land of George F. Hanna about 10 feet.

Parcel D-32. A parcel of land supposed to be owned by the WEST SPRINGFIELD NEIGHBORHOOD HOUSE ASSOCIATION, bounded northeasterly by the aforesaid State highway location about 143 feet; southeasterly by land of Emil and Annette Schilling about 10 feet; southwesterly by other land of said Association about 143 feet; and northwesterly by land of Augusto and Ermelinda Dagradi about 10 feet.

Parcel D-33. A parcel of land supposed to be owned by EMIL and ANNETTE SCHILLING, bounded northeasterly by the aforesaid State highway location about 112 feet; southeasterly by Colton Avenue about 10 feet; southwesterly by other land of said Schillings about 112 feet; and northwesterly by land of the West Springfield Neighborhood House Association about 10 feet.

Parcels D-34, D-35, D-36 and D-37 together comprise an area bounded northeasterly by the southwesterly location line of the aforesaid State highway layout; southeasterly by the northwesterly street line of Allen Street; southwesterly by a line extending from said street line of Allen Street northwesterly, parallel to said State highway location line and 6 feet distant southwesterly therefrom, to the southeasterly street line of Colton Avenue; and northwesterly by the southeasterly street line of Colton Avenue; said parcels being bounded as follows:

Parcel D-34. A parcel of land supposed to be owned by JOHN and ALZBETA LEIGNER, bounded northeasterly by the aforesaid State highway location about 15 feet; again northeasterly but more easterly by land of Alphonse and Rosanna Troie about 31 feet; southwesterly by other land of said Leigners about 49 feet; and northwesterly by Colton Avenue about 7 feet.

Parcel D-35. A parcel of land supposed to be owned by ALPHONSE and ROSANNA TROIE, bounded northeasterly by the aforesaid State highway location about 139 feet; southeasterly by land of Andrew E. and Georgia Takis about 7 feet; southwesterly by other land of said Troies about 107 feet; and again southwesterly but more westerly by land of John and Alzbeta Leigner about 31 feet.

Parcel D-36. A parcel of land supposed to be owned by ANDREW E. and GEORGIA TAKIS, bounded northeasterly by the aforesaid State highway location about 43 feet; again northeasterly but more easterly by land of Russell A. and Irene L. Morin about 20 feet; southwesterly by other land of said Takis about 63.5 feet; and northwesterly by land of Alphonse and Rosanna Troie about 7 feet.

Parcel D-37. A parcel of land supposed to be owned by RUSSELL A. and IRENE L. MORIN, bounded northeasterly by the aforesaid State highway location about 62 feet; southeasterly by Allen Street about 7 feet; southwesterly by other land of said Morins about 42 feet; and again southwesterly but more westerly by land of Andrew E. and Georgia Takis about 20 feet.

Parcels D-38, D-39, D-41 and D-42 are included within an area bounded northeasterly by the southwesterly location line of the aforesaid State highway layout, southeasterly by the northwesterly street line of Belle Avenue; southwesterly by a line extending from said line of Belle Avenue, parallel to the aforesaid State highway location line and 10 feet distant southwesterly therefrom, to the southeasterly street line of Allen Street; and northwesterly by said street line of Allen Street, said parcels being bounded as follows:

Parcel D-38. A parcel of land supposed to be owned by ANTONIO G. and ANTHONY N. MUSCARO, bounded northeasterly by land of Edward E. and Mary E. Beusee about 29 feet; southwesterly by other land of said Muscaros about 31 feet; and northwesterly by Allen Street about 9 feet.

Parcel D-39. A parcel of land supposed to be owned by EDWARD E. and MARY E. BEUSEE, bounded northeasterly by the aforesaid State highway location about 93 feet; southeasterly by land of the Town of West Springfield about 11 feet; southwesterly by other land of said Beusees about 62 feet; again southwesterly but more westerly by land of Antonio G. and Anthony N. Muscaro about 29 feet; and northwesterly by Allen Street about 2 feet.

Parcel D-41. A parcel of land supposed to be owned by FRANCESCO A. and MARIA F. LOTITO, bounded northeasterly by the aforesaid State highway location about 15 feet; again northeasterly but more easterly by land of Victor L. and Giselle R. Renaud about 29 feet; southwesterly by other land of said Lotitos about 46 feet; and northwesterly by land of the Town of West Springfield about 11 feet.

Parcel D-42. A parcel of land supposed to be owned by VICTOR L. and GISELLE R. RENAUD, bounded northeasterly by the aforesaid State highway location about 92 feet; southeasterly by Belle Avenue about 11 feet; southwesterly by other land of said Renauds about 61 feet; and again southwesterly but more westerly by land of Francesco A. and Maria F. Lotito about 29 feet.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 556 of the Acts of 1952, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple with the exception of Parcel E-1 in which an easement is taken for State highway purposes, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description. Excepted from the taking is the right of the Town of West Springfield to maintain and reconstruct dykes for the control of the waters of the Connecticut River wherever said dykes are within said State highway location, providing that said right is to be utilized only to such extent as will not, in the opinion of the Department, interfere with the use of the State highway to be constructed.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of West Springfield Hampden County laid out as a State Highway by the Department of Public Works May 19, 1953. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
101	Paul K. and Winifred C. Frohock	665 sq. ft.	\$1.00
102	Wilfred A. and Marguerite Gonsau	0.11 acres	1.00
103	Town of West Springfield	2,930 sq. ft.	
104	John and Kate Wrobel	3,500 sq. ft.	1.00
105	Elizabeth Tinkham and Gertrude Cornollati	3,000 sq. ft.	1.00
106	Clifton R. and Adeline I. Gilman	3,150 sq. ft.	1.00
107	Whitney J. and Esther L. Sloat	3,900 sq. ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
108	Town of West Springfield	0.79 acres	
109	Roman Catholic Bishop of Springfield	0.32 acres	\$1.00
110	Joseph Shea	2,850 sq. ft.	1.00
111	Wilfred and Flora Breyette	0.11 acres	1.00
112	Frank D. and Pearl W. Orton	0.15 acres	1.00
113	Mary Duchnowicz	4,004 sq. ft.	1.00
114	Frank and Lena Scevola	0.12 acres	1.00
115	George F. Hanna	0.13 acres	1.00
116	Augusto and Emelinda Dagradi	0.26 acres	1.00
117	West Springfield Neighborhood House Association	0.28 acres	1.00
118	Emil and Annette Schilling	0.23 acres	1.00
119	John and Alzbeta Leigner	22 sq. ft.	1.00
120	Alphonse and Rosanna Troie	0.13 acres	1.00
121	Eva Grise	0.25 acres	1.00
122	Town of West Springfield	3,550 sq. ft.	
123	Andrew E. and Georgin Takis	260 sq. ft.	1.00
124	Russell A. and Irene L. Morin	0.10 acres	1.00
125	Agnes Hlavac	0.21 acres	1.00
126	Edward E. and Mary E. Reusco	3,865 sq. ft.	1.00
127	Francis E. and Evelyn E. Barsalou	4,015 sq. ft.	1.00
128	Ralph F. and Katherine J. Kunasek	3,465 sq. ft.	1.00
129	Town of West Springfield	4,320 sq. ft.	
130	Town of West Springfield	0.16 acres	
131	Owner unknown	0.13 acres	1.00
132	Francesco A. and Maria F. Lotito	39 sq. ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
133	Victor L. and Giselle R. Renaud	3,521 sq. ft.	\$1.00
134	Malcolm and Barbara McLean	0.11 acres	1.00
135	Robert and Lorraine H. Beach	2,450 sq. ft.	1.00
136	Frank Coravaggi	0.11 acres	1.00
137	John and Eleanor Tardibuoono and Primo A. and Rose M. Guidetti	0.11 acres	1.00
138	Owner unknown	1,310 sq. ft.	1.00
139	Fred and Mary Cechuk	45 sq. ft.	1.00
140	Mary T. and Jennie Albanese	3,200 sq. ft.	1.00
141	Primo A. and Rose M. Guidetti	4,100 sq. ft.	1.00
142	Town of West Springfield	1,400 sq. ft.	
143	Joseph E. and Jennie O. Fortune	0.11 acres	1.00
144	Cleonic Girotti	0.22 acres	1.00
145	Town of West Springfield	0.20 acres	
146	Henry Natarazzo	3,130 sq. ft.	1.00
147	Tula and Stephen M. Katsoulis	0.14 acres	1.00
148	Verdi Club, Inc.	1,440 sq. ft.	1.00
149	Doston and Albany Railroad Company	0.22 acres	1.00
150	Town of West Springfield	0.24 acres	
151	Boston and Albany Railroad Company	0.23 acres	1.00
152	Town of West Springfield	0.29 acres	
153	Albert F. Duchacek	0.49 acres	1.00
154	Mary Naliwka	2,720 sq. ft.	1.00
155	Joseph H. and Ethel C. Devins	800 sq. ft.	1.00
156	Augusta Duchacek	2,350 sq. ft.	1.00
157	Andrew Naliwka	0.13 acres	1.00
158	Alphonso Caruffaldi	0.12 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
159A	Town of West Springfield	202 sq. ft.	
159B	Town of West Springfield	3,300 sq. ft.	
160	Laura K. Fancourt and Elizabeth K. Harper	0.53 acres	\$1.00
161	Carmela Foti	1,040 sq. ft.	1.00
162	Dante Club, Inc.	0.29 acres	1.00
D-19	Paul K. and Winifred C. Frohock	720 sq. ft.	1.00
D-20	Emma V., Robert E. and Ida M. Sanbourn	107 sq. ft.	1.00
D-21	Elizabeth Tinkham and Gertrude Cornellotti	726 sq. ft.	1.00
D-22	Stephen L. Wright	3 sq. ft.	1.00
D-23	Clifton R. and Adeline E. Gilman	330 sq. ft.	1.00
D-24	Roman Catholic Bishop of Spring- field	3,430 sq. ft.	1.00
D-25	Joseph Shea	760 sq. ft.	1.00
D-26	Wilfred and Flora Dreyette	600 sq. ft.	1.00
D-27	Frank D. and Pearl W. Orton	810 sq. ft.	1.00
D-28	Mary Duchnowicz	520 sq. ft.	1.00
D-29	Frank and Lena Scovola	583 sq. ft.	1.00
D-30	George F. Hanna	750 sq. ft.	1.00
D-31	Augusto and Emelinda Lagrati	1,430 sq. ft.	1.00
D-32	West Springfield Neighborhood House Association	1,430 sq. ft.	1.00
D-33	Emil and Annette Schilling	1,130 sq. ft.	1.00
D-34	John and Albeta Leigner	195 sq. ft.	1.00
D-35	Alphonse and Rosanna Troie	733 sq. ft.	1.00
D-36	Andrew E. and Georgia Takis	315 sq. ft.	1.00
D-37	Russell A. and Irene L. Morin	315 sq. ft.	1.00
D-38	Antonio G. and Anthony N. Muscare	131 sq. ft.	1.00

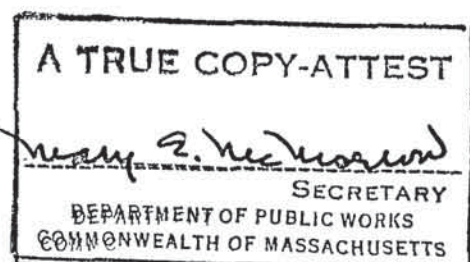
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
D-39	Edward E. and Mary E. Beusee	796 sq. ft.	\$1.00
D-41	Francesco A. and Maria F. Lotito	310 sq. ft.	1.00
D-42	Victor L. and Giselle R. Renaud	765 sq. ft.	1.00
E-1	Boston and Albany Railroad Company	0.23 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this nineteenth day of May, 1953.



John A. Volpe

Department

Benjamin H. Grout

of

Francis V. Matera

Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

June 2, 1953

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated May 19, 1953, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in West Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMorris
Secretary

R/mec

*Filed June 8, 1953
by Mr. Matera, (Brother of
State Highway
Commissioner)*

1953

West Springfield



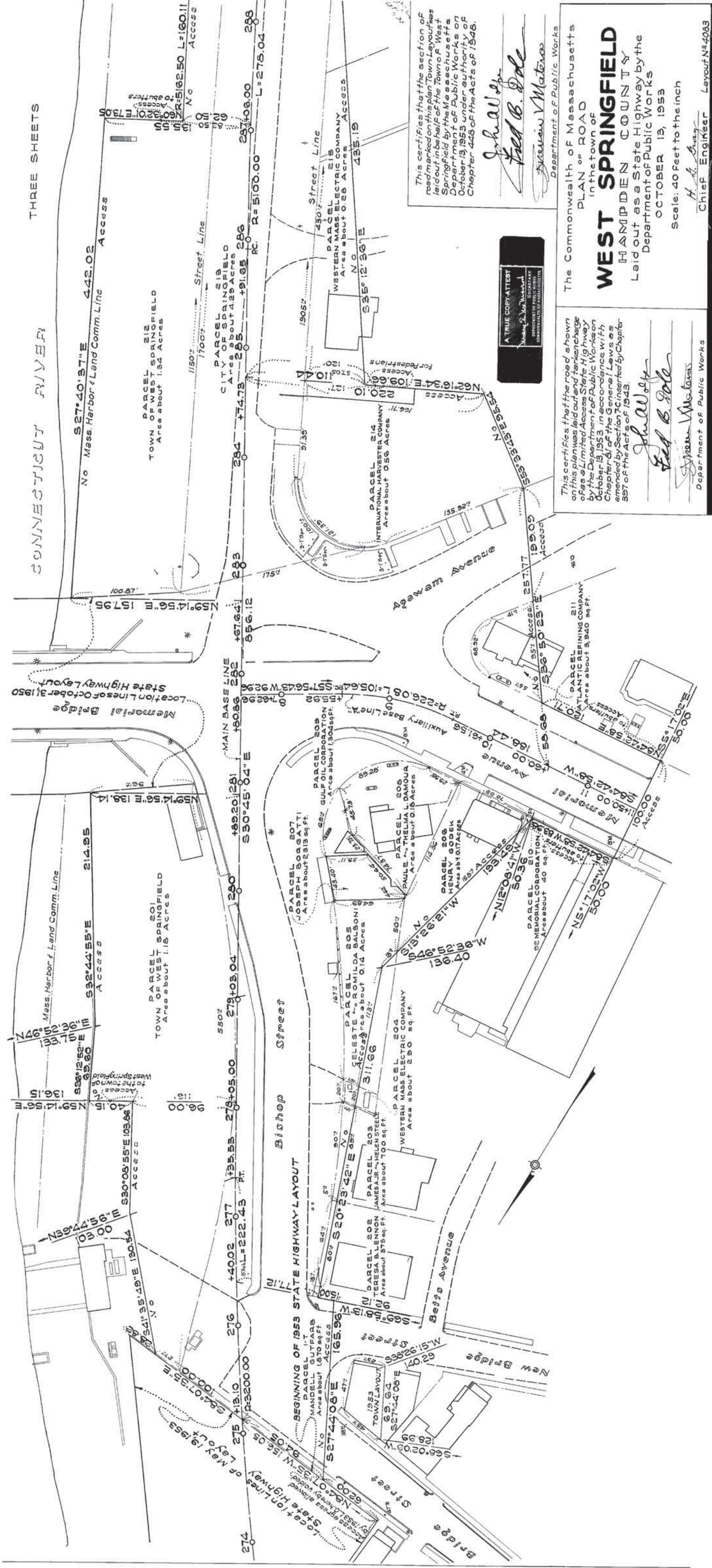
STATE HIGHWAY LAYOUT #4083
Route 5, Riverdale Rd., Bridge St. to Agawam line and amendment to
easement to Western Massachusetts Electric Company.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 41 PAGES 94-96.

INDEXING

STATE HIGHWAY LAYOUT #4083

- Image Info** SH70016 West Springfield
- Image Info** SH70016 Agawam
- Image Info** SH70016 Western Massachusetts Electric Company
- Image Info** SH70016 Bridge Street
- Image Info** SH70016 Riverdale Road
- Image Info** SH70016 Route 5
- Image Info** SH70016 Connecticut River



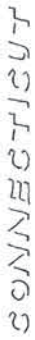
This certifies that the section of road marked on this plan Town Layouts laid out in behalf of the Town of West Springfield by the Massachusetts Department of Public Works on October 13, 1953 under authority of Chapter 44B of the Acts of 1946.

John W. Allen
Fred B. Dole
Graham Watson
Department of Public Works

The Commonwealth of Massachusetts
PLAN of ROAD
in the town of
WEST SPRINGFIELD
HAMPTDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
OCTOBER 13, 1953
Scale: 40 feet to the inch

John W. Allen
Fred B. Dole
Graham Watson
Department of Public Works

H. H. Gray
Chief Engineer Layout No. 4083





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

October 26, 1953

Mr. Edward G. Shea,
Clerk, Hampden County Commissioners,
Court House,
Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated October 19, 1953, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in West Springfield, and has laid out a section of highway in behalf of the town of West Springfield as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway and the laying out of said section of highway in behalf of the town of West Springfield is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McMahon
Secretary

R/mec

*Rec'd
Oct. 27/53*

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 4083
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the town of WEST SPRINGFIELD, county of Hampden. The layout consists of establishing a State highway location for a portion of the proposed relocation of Route 5, so called, and begins at the northerly street line of Bridge Street, so called, at the southeasterly end of the State highway location laid out May 19, 1953, and extends thence southeasterly about 3,000 feet to the dividing line between the towns of Agawam and West Springfield (as defined by the north mouth of the Westfield River).

The State highway location hereby laid out is more fully described as follows, the base lines hereinafter described being those of surveys made by engineers of the Department in 1951.

The main base line of location of the section of State highway hereby laid out begins at a point shown on plan as station 275+13.10, said point marking the southeasterly end of the base line of the aforesaid May 19, 1953 State highway layout, and extends thence southeasterly by a curve to the right, as shown on plan, of 3200.00 feet radius 222.43 feet; thence south $30^{\circ} 45' 04''$ east 856.12 feet; thence by a curve to the right of 5100.00 feet radius 278.04 feet; thence south $27^{\circ} 37' 39''$ east 199.92 feet; thence by a curve to the right of 3083.56 feet radius 1445.39 feet to a point at the end of the layout, on the dividing line between the towns of Agawam and West Springfield, said point being shown on plan as station 305+15.

The length of State highway hereby laid out is about 3,002 feet.

An auxiliary base line "A" on Memorial Avenue begins at station 281+80.86 of the main base line above described, said station being station 7+62.96 for said auxiliary base line "A", and extends thence south $57^{\circ} 56' 43''$ west 92.96 feet; thence by a curve to the right of 226.08 feet radius 105.64 feet; thence south $84^{\circ} 42' 58''$ west 188.44 feet to station 11+50.00.

The northeasterly line of location of the section of State highway hereby laid out begins at a point bearing south $84^{\circ} 07' 35''$ east and 100.00 feet distant from the point of beginning of the above-described main base line shown on plan as station 275+13.10 (said point also being on the line defining the southeasterly end of the aforesaid May 19, 1953 State highway layout), and extends thence south $41^{\circ} 35' 49''$ east 130.54 feet to a point bearing north $39^{\circ} 44' 56''$ east and 103.00 feet distant from station 277+35.53 of said main base line; thence south $30^{\circ} 08' 55''$ east 103.86 feet to a point bearing north $59^{\circ} 14' 56''$ east and 96.00 feet distant from station 278+05.00 of said main base line; thence north $59^{\circ} 14' 56''$ east 40.15 feet to a point bearing north $59^{\circ} 14' 56''$ east and 136.15 feet distant from said station 278+05.00; thence south $26^{\circ} 12' 52''$ east 69.60 feet to a point bearing north $46^{\circ} 52' 36''$ east and 133.75 feet distant from station 279+03.04 of said main base line; thence south $32^{\circ} 44' 55''$ east 214.95 feet to a point on the northwesterly location line of the State highway location laid out on October 31, 1950 for Memorial Bridge over the Connecticut River, said point bearing north $59^{\circ} 14' 56''$ east and being 138.14 feet distant from station 280+89.20 of said main base line. Then begins again at a point on the southeasterly location line of said October 31, 1950 State highway layout, bearing north $59^{\circ} 14' 56''$ east and 157.95 feet distant from station 282+67.64 of said main base line, and extends thence, leaving said 1950 location line, south $27^{\circ} 40' 37''$ east 442.02 feet to a point bearing north $60^{\circ} 32' 01''$ east and 135.55 feet distant from station 287+06.00 of said main base line; thence south $60^{\circ} 32' 01''$ west 73.05 feet to a point bearing north $60^{\circ} 32' 01''$ east and 62.50 feet distant from said station 287+06.00; thence southeasterly by a curve to the right of 5162.50 feet radius 160.11 feet to a point bearing north $57^{\circ} 15' 53''$ east and 62.75 feet distant from station 288+69.69 of said main base line; thence by another curve to the right of 800.00 feet radius 100.47 feet to a point bearing north $62^{\circ} 22' 21''$ east and 56.30 feet distant from station 289+64.32 of said main base line; thence south $20^{\circ} 29' 37''$ east 48.85 feet to a point bearing north $62^{\circ} 22' 21''$ east and 50.24 feet distant from station 290+12.79 of said main base line; thence by a curve to the left of 1596.00 feet radius 150.90 feet to a point bearing north $64^{\circ} 05' 21''$ east and 40.00 feet distant from station 291+62.00 of said main base line; thence north $64^{\circ} 05' 21''$ east 94.70 feet to a point bearing north $64^{\circ} 05' 21''$ east and 134.70 feet distant from said station 291+62.00; thence south $27^{\circ} 40' 37''$ east 230.25 feet to a point bearing north $65^{\circ} 16' 25''$ east

and 150.20 feet distant from station 293+89.24 of said main base line; thence parallel to said main base line and 150.00 feet distant therefrom to a point at the end of the layout, on the dividing line between the towns of Agawam and West Springfield, said point marking the point of beginning of the easterly location line of the State highway laid out in the town of Agawam on August 25, 1953.

The southwesterly line of location of the section of State highway hereby laid out begins at a point bearing north $84^{\circ} 07' 35''$ west and 156.05 feet distant from the point of beginning of the above-described base line shown on plan as station 275+13.10 (said point also being on the line defining the southeasterly end of the aforesaid May 19, 1953 State highway layout), and extends thence following said 1953 layout line south $84^{\circ} 07' 35''$ east 62.00 feet to a point bearing north $84^{\circ} 07' 35''$ west and 94.05 feet distant from said station 275+13.10; thence, leaving said 1953 layout line, south $27^{\circ} 44' 08''$ east 165.96 feet to a point bearing south $69^{\circ} 58' 13''$ west and 92.12 feet distant from station 276+40.02 of said main base line; thence north $69^{\circ} 58' 13''$ east 15.00 feet to a point bearing south $69^{\circ} 58' 13''$ west and 77.12 feet distant from said station 276+40.02; thence south $20^{\circ} 23' 42''$ east 311.66 feet to a point bearing south $46^{\circ} 52' 36''$ west and 136.40 feet distant from station 279+03.04 of said main base line; thence south $13^{\circ} 26' 21''$ west 193.49 feet to a point on the northerly street line of Memorial Avenue, bearing north $12^{\circ} 08' 41''$ west and 50.36 feet distant from station 10+60.00 of auxiliary base line "A" hereinbefore described; thence, following said street line, south $84^{\circ} 42' 58''$ west 83.98 feet to a point bearing north $5^{\circ} 17' 02''$ west and 50.00 feet distant from station 11+50.00 of said auxiliary base line "A"; thence (crossing Memorial Avenue) south $5^{\circ} 17' 02''$ east 100.00 feet to a point on the southerly street line thereof, bearing south $5^{\circ} 17' 02''$ east and 50.00 feet distant from said station 11+50.00; thence, following said southerly street line, north $84^{\circ} 42' 58''$ east 120.71 feet to a point bearing south $36^{\circ} 50' 23''$ east and 58.68 feet distant from the aforesaid station 10+60.00 of auxiliary base line "A"; thence leaving said southerly street line of Memorial Avenue and extending south $36^{\circ} 50' 23''$ east 199.09 feet to a point bearing south $36^{\circ} 50' 23''$ east and 257.77 feet distant from said station 10+60.00; thence south $53^{\circ} 33' 43''$ east 95.54 feet to a point bearing south $62^{\circ} 16' 34''$ west and 220.10 feet distant from station 284+74.73 of the aforesaid main base line; thence north $62^{\circ} 16' 34''$ east 109.66 feet to a point bearing south $62^{\circ} 16' 34''$ west and 110.44 feet distant from said station 284+74.73; thence south $35^{\circ} 12' 36''$ east 435.19 feet to a point bearing south $33^{\circ} 29' 53''$ west and 76.47 feet distant from station 288+69.69 of said main base line; thence south $27^{\circ} 40' 37''$ east 476.86 feet to a point bearing south $68^{\circ} 18' 42''$ west and 50.27 feet distant from station 293+89.24 of said main base line; thence south $22^{\circ} 46' 32''$ east 113.42 feet to a point bearing south $70^{\circ} 27' 04''$ west and 46.00 feet distant from station 295+04.39 of said main base line; thence south $4^{\circ} 30' 45''$ east (equivalent to south $16^{\circ} 33' 53''$ east shown on plan of the aforesaid Agawam layout) about 680 feet to a point at the end of the layout, on the aforesaid Agawam-West Springfield line, said point marking the point of beginning of the westerly location line of said Agawam layout.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set thereon at angle points, points of curvature, at the beginning of said location lines, at an intermediate point on the northeasterly location line opposite station 302+25.64 of the main base line hereinbefore described, and at points on said northeasterly location line bearing north $59^{\circ} 14' 56''$ east and 138.14 and 157.95 feet distant respectively from stations 280+39.20 and 282+67.64 of said main base line.

Access to and egress from the State highway is limited, being allowed across the location lines hereinbefore described only as follows:

1. Free access to and egress from said State highway location is allowed -
 - (a) At Memorial Avenue - across the hereinbefore described southwesterly location line between points thereon bearing north $5^{\circ} 17' 02''$ west and south $5^{\circ} 17' 02''$ east and 50.00 feet distant respectively from station 11+50.00 of auxiliary base line "A" hereinbefore described.
 - (b) At Agawam Avenue - across said southwesterly location line within the limits of the existing location of said Avenue.
2. Access to and egress from said State highway location is allowed abutters -
 - (a) At Memorial Avenue - across the aforesaid southwesterly location line between the aforesaid point thereon bearing north $5^{\circ} 17' 02''$ west and 50.00 feet distant from station 11+50.00 of auxiliary base line "A" and a point on said location line bearing north $12^{\circ} 08' 41''$ west and 50.36 feet distant from station 10+60.00 of said auxiliary base line "A"; also between the aforesaid point on said location line bearing south $5^{\circ} 17' 02''$ east and 50.00 feet distant from said station 11+50.00 and a point on said location line bearing south $36^{\circ} 50' 23''$ east and 58.68 feet distant from the aforesaid station 10+60.00 of auxiliary base line "A".
 - (b) Across the aforesaid northeasterly location line between points thereon bearing north $60^{\circ} 32' 01''$ east and 62.50 feet and 82.50 feet distant respectively from station 287+06.00 of the aforesaid main base line; also between points on said location line bearing north $64^{\circ} 05' 21''$ east and 40.00 feet and 60.00 feet distant respectively from station 291+62.00 of said main base line.
 - (c) Across the aforesaid southwesterly location line between a point thereon bearing south $66^{\circ} 55' 57''$ west and 57.04 feet distant from station 293+15 of the aforesaid main base line and a point on said location line bearing south $67^{\circ} 46' 06''$ west and 53.15 feet distant from station 293+60 of said main base line.

3. Access to and egress from the aforesaid State highway location is allowed pedestrians across the aforesaid southwesterly location line between points thereon bearing south $62^{\circ} 16' 34''$ west and 120.00 feet and 127.00 feet distant respectively from station 284+74.73 of the aforesaid main base line.
4. Access to and egress from the aforesaid State highway location is allowed the Town of West Springfield and/or its agents across the aforesaid northeasterly location line between points thereon bearing north $59^{\circ} 14' 56''$ east and 96.00 and 116.00 feet distant respectively from station 278+05.00 of said main base line.
5. The limited access provisions of the aforesaid May 19, 1953 State highway layout which allowed free access-egress across the line defining the southeasterly end of said layout is hereby revised by voiding said access-egress between the point marking the easterly end of said line and a point thereon 62.00 feet distant easterly of the first mentioned point.
6. Access to and egress from the aforesaid State highway location is allowed the Western Massachusetts Electric Company, its successors and/or assigns across the above-described location lines for the purpose of operating and maintaining existing wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and telephone communication crossing said location lines; said access-egress, however, is to be of the minimum width necessary to accomplish the foregoing.
7. An easement is hereby granted the Western Massachusetts Electric Company, its successors and/or assigns, within the confines of Parcels 204, 215, 216 and 217 of the land takings herein-after listed, for the purpose of maintaining and operating its various utilities now located therein or to be so located by the proposed construction of Route 5; necessary access to and egress from the aforesaid State highway location across the location lines thereof, together with the right to enter on said parcels of land at any time being hereby allowed for said purpose. All construction work to be done by or for said Western Massachusetts Electric Company within the aforesaid State highway location is, however, subject to approval by this Department.

Appurtenant to the State highway layout hereinbefore described is the laying out of a section of highway in behalf of the Town of West Springfield, which section is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948. Said section adjoins the southwesterly location line of the aforesaid State highway, and consists of establishing a location for a new way extending between Bridge Street and New Bridge Street, the southwesterly location line of said way being described as follows:

Beginning at a point on the southerly street line of Bridge Street, bearing south $68^{\circ} 02' 09''$ west and 128.99 feet distant from station 275+13.10 of the main base line hereinbefore described, and

extending thence, leaving said street line of Bridge Street, south $27^{\circ} 44' 08''$ east 69.64 feet to a point on the northwesterly street line of New Bridge Street, bearing south $38^{\circ} 26' 15''$ west and being 140.29 feet distant from said station 275+13.10.

The northeasterly location line of said way is identical with that portion of the southwesterly location line of the aforesaid State highway extending between Bridge Street and New Bridge Street.

The southwesterly location line of the section of highway ^{hereby laid out} is more fully defined by bounds set at the beginning and end thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 556 of the Acts of 1952, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 201 to 218 inclusive, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the section of highway above described, the Department of Public Works, on behalf of the Town of West Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of Chapter 556 of the Acts of 1952, Parcel 1-T, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby laid out, the section of highway hereby laid out, and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of West Springfield Hampden County laid out as a State Highway by the Department of Public Works October 13, 1953. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
201	Town of West Springfield	1.18 acres	
202	Teresa B. Lennon	375 sq. ft.	\$1.00
203	James A. Jr. and Helen Steele	700 sq. ft.	1.00
204	Western Massachusetts Electric Company	290 sq. ft.	1.00
205	Celeste and Romilda Balboni	0.14 acres	1.00
206	Henry Godek	0.17 acres	1.00
207	Joseph Borgatti	2,313 sq. ft.	1.00
208	Paul E. and Thelma L. Damour	0.18 acres	1.00
209	Gulf Oil Corporation	1,304 sq. ft.	1.00
210	92 Memorial Corporation	40 sq. ft.	1.00
211	Atlantic Refining Company	3,940 sq. ft.	1.00
212	Town of West Springfield	1.34 acres	
213	City of Springfield	4.29 acres	
214	International Harvester Company	0.56 acres	1.00
215	Western Massachusetts Electric Company	0.28 acres	1.00
216	Western Massachusetts Electric Company	1.18 acres	1.00
217	Western Massachusetts Electric Company	3.74 acres	1.00
218	City of Springfield	0.34 acres	
1-T	Mandell Gutfarb	1,870 sq. ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

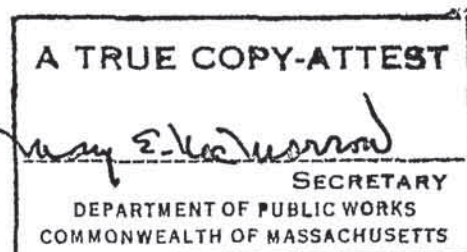
Voted, That said now or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary

of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of the said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out said section of town way in accordance with said plan.

Dated at Boston this thirteenth day of October, 1953.



John A. Volpe

Fred B. Dole

Francis V. Matera

Department

of

Public Works

1954

West Springfield



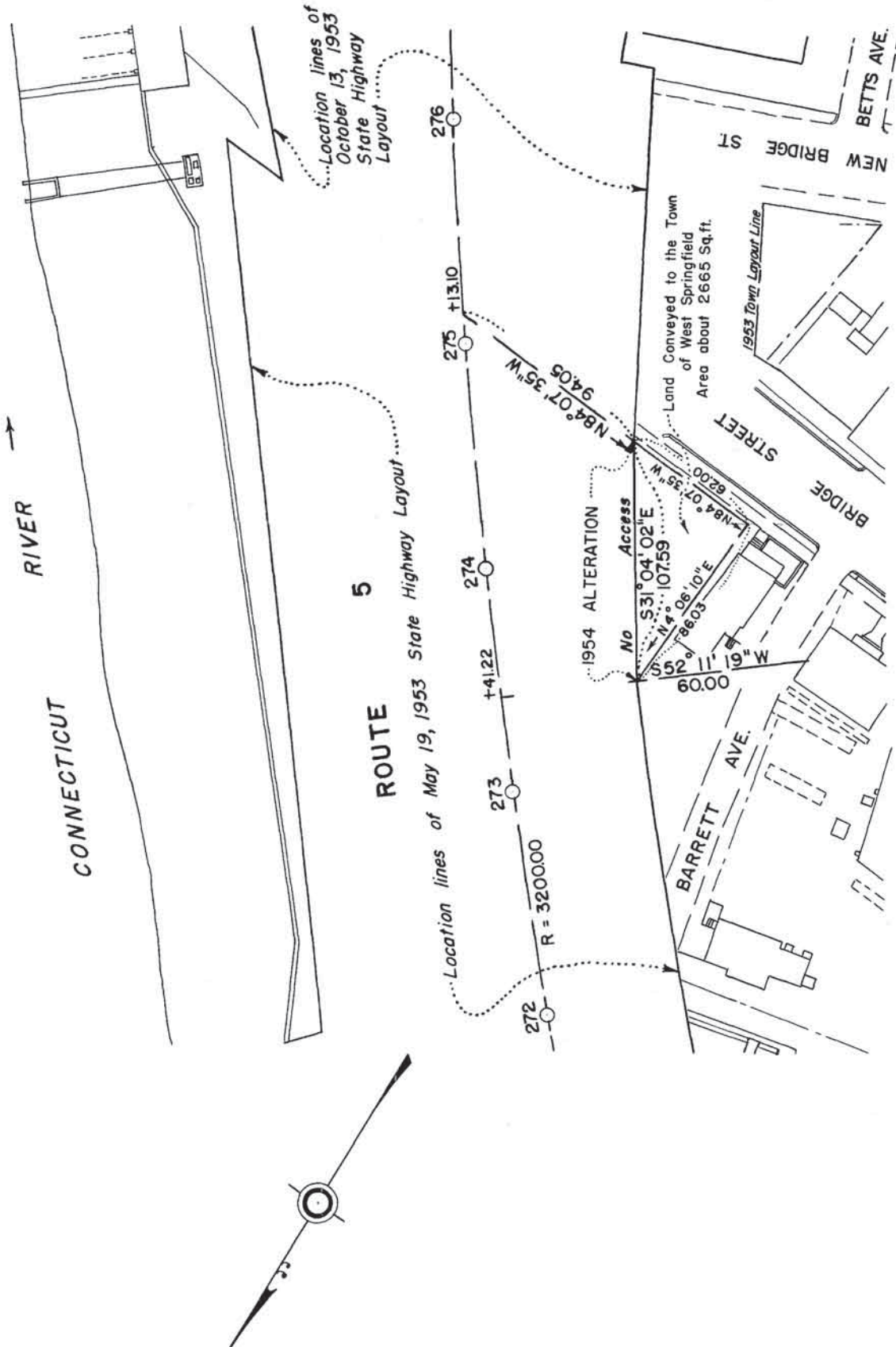
STATE HIGHWAY LAYOUT #4161
Route 5, Riverdale Rd., parcel given to town of West Springfield near
Bridge St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 43 PAGES 98.

INDEXING

STATE HIGHWAY LAYOUT #4161

- Image Info SH70017 West Springfield
- Image Info SH70017 Bridge Street
- Image Info SH70017 Riverdale Road
- Image Info SH70017 Route 5
- Image Info SH70017 Connecticut River



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of by the Department of Public Works as a Limited Access State Highway on June 1, 1954 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

John B. Dole
Chief Engineer

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
June 1, 1954
Scale : 40 feet to the inch





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

June 14, 1954.

Mr. Edward G. Shea,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of June 1st, 1954, alter the location of a section of State highway laid out in West Springfield in the year 1953.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McManis
Secretary.

~~Registered Mail~~

R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4161

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date s of
May 19, 1953 and October 13, 1953,
lay out and take charge of as a State highway a road in the town of WEST SPRINGFIELD,
county of Hampden, leading from-
to- and being known as

Route 5,

as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
Town Clerk of said Town of West Springfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

Now, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described, with
limited access provisions.

The alteration is located on Route 5 at the junction of Bridge Street therewith, and consists of revising the southwesterly location line of the State highway laid out on May 19, 1953 and October 13, 1953, to conform to the northeasterly boundary of land conveyed to the town of West Springfield.

The base line for the alteration is that of the aforesaid May 19, 1953 State highway layout.

The southwesterly location line of the State highway hereby altered and laid out begins at a point on the southwesterly location line of said May 19, 1953 State highway layout bearing south $52^{\circ} 11' 19''$ west and 60.00 feet distant from station 273+41.22 of said base line, and extends thence, leaving said May 19, 1953 location line, south $31^{\circ} 04' 02''$ east 107.59 feet to a point at the end of the alteration again on said May 19, 1953 location line, bearing north $84^{\circ} 07' 35''$ west and 94.05 feet distant from station 275+13.10 of said base line.

The limited access provisions of the May 19, 1953 and October 13, 1953 State highway layouts, insofar as applicable to those portions of the location lines thereof extending between the points of beginning and of ending of the alteration hereinbefore described are hereby voided, and in substitution therefor no access is permitted across the southwesterly location line of the State highway hereby altered as hereinbefore described.

The State highway hereby altered and laid out is shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works June 1, 1954. Scale: 40 feet to the inch".

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

1954 L.O.

in West Springfield

No. 4161

Page 3.

Dated at Boston this first day of June, 1954.

John A. Volpe

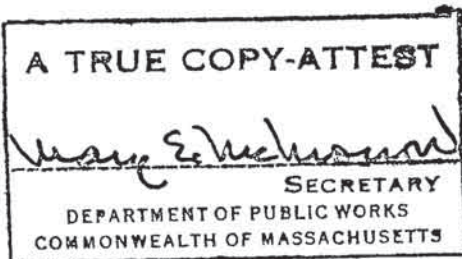
Fred B. Dole

Lewis J. Fritz

Department

of

Public Works



1954

West Springfield



STATE HIGHWAY LAYOUT #4223
Route 5, to Memorial Ave., Agawam Ave.,
Palmer Ave. & Union St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 45 PAGES 106-109.

INDEXING

STATE HIGHWAY LAYOUT #4223

Image Info SH70018 West Springfield

Image Info SH70018 Agawam Avenue

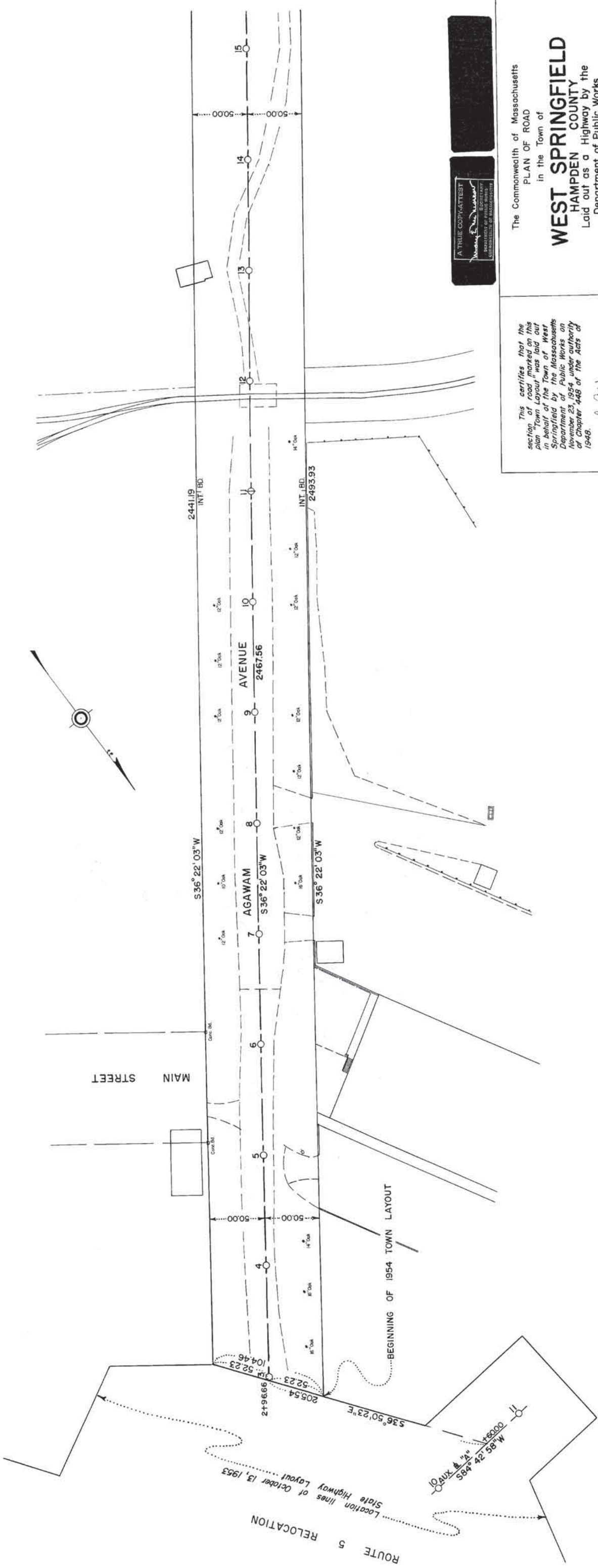
Image Info SH70018 Memorial Avenue

Image Info SH70018 Palmer Street

Image Info SH70018 Union Street

Image Info SH70018 Main Street

Image Info SH70018 Route 5



The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of

WEST SPRINGFIELD
HAMPDEN COUNTY
Laid out as a Highway by the
Department of Public Works

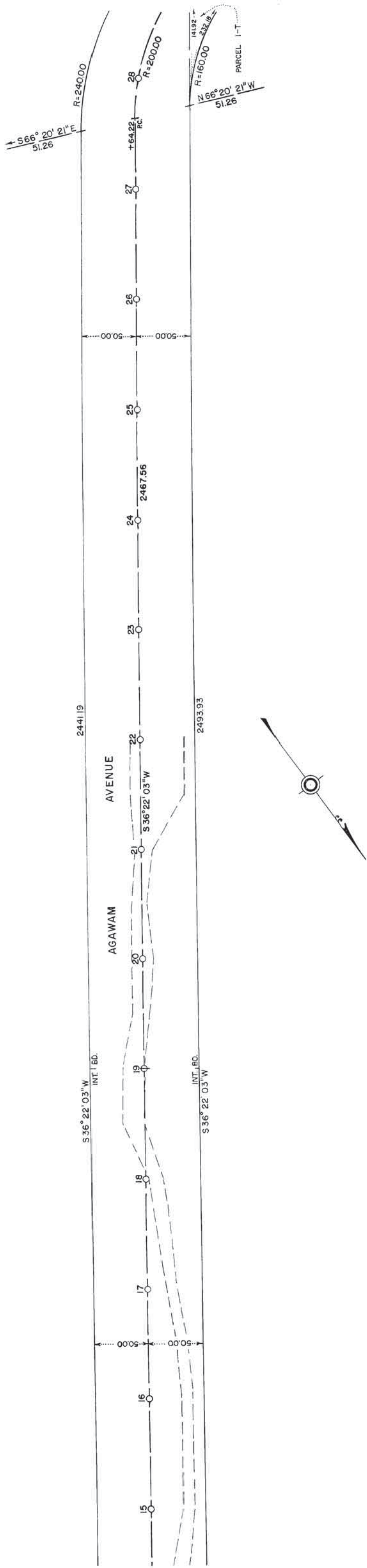
Department of Public Works
November 23, 1954

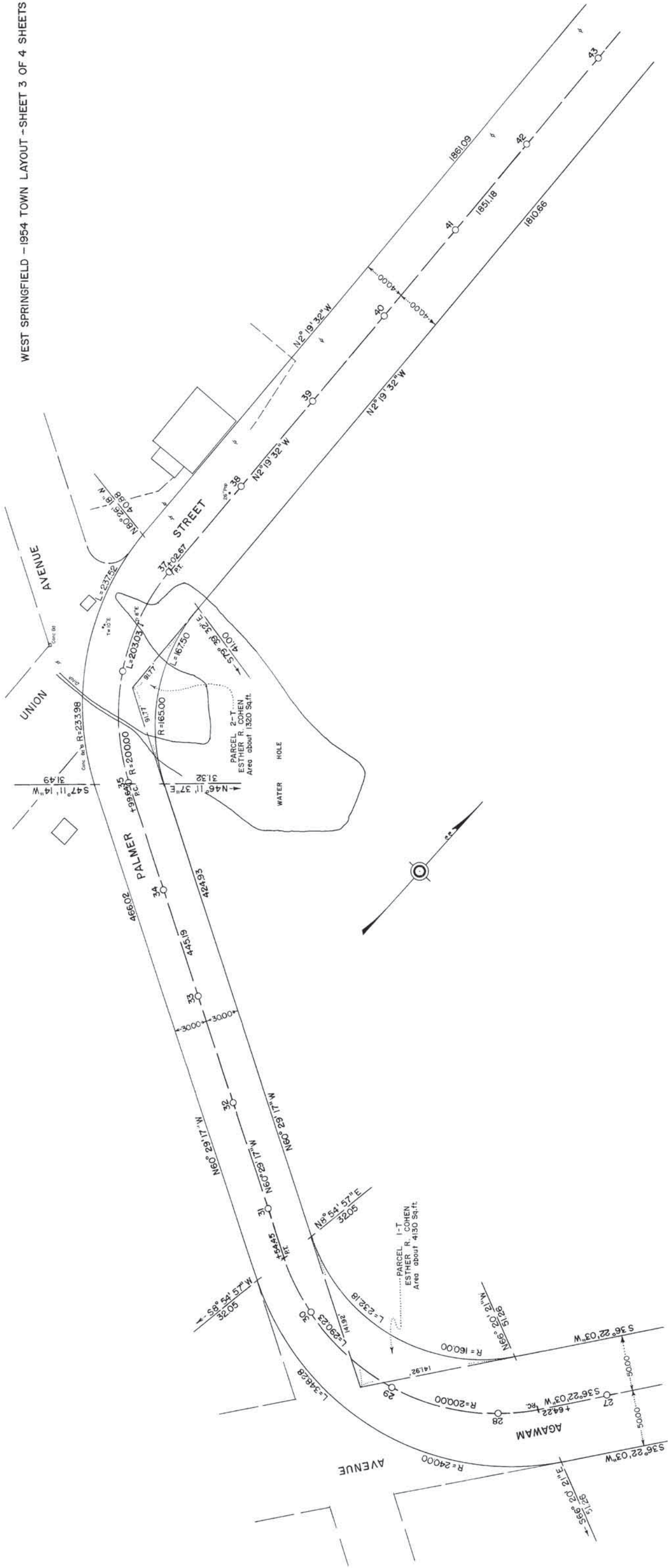
Scale: 40 feet to the inch

Layout № 4223

This certifies that the section of road marked on this plan "Town Layout" was laid out in behalf of the Town of West Springfield by the Massachusetts Department of Public Works on November 23, 1954, under authority of Chapter 448 of the Acts of 1948.

John A. ...
Fred B. ...
James J. ...
Department of Public Works







The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

November 29, 1954

*Recd
Dec. 6, 1954*

West Springfield

Mr. Edward G. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

The Department of Public Works did, under date of November 23, 1954, lay out a certain section of highway in the town of West Springfield in behalf of the Town of West Springfield.

A plan thereof and a certificate that said Department of Public Works has laid out said section of highway in behalf of the Town of West Springfield in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out of said section of highway in behalf of the Town of West Springfield in accordance with said plan is also enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. Hutchinson

Secretary

C/H

Encls.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 4223
and Order of Taking.

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, does hereby establish as a town highway certain locations in the town of WEST SPRINGFIELD, county of Hampden, previously acquired by said Town of West Springfield and known as Agawan Avenue, Palmer Avenue and Union Street, together with widenings of said locations at the northerly corner of Agawan and Palmer Avenues, and at the northeasterly corner of Palmer Avenue and Union Street. The aforesaid widened locations are hereby laid out in behalf of the Town of West Springfield under the provisions of Chapter 448 of the Acts of 1948. (Said layout is necessary in connection with the laying out of the limited access State highway (Route 5 Relocation) on October 13, 1953.)

The base line for the layout is that of a survey made by engineers of the Department in 1953, and begins at a point on the southwesterly location line of the aforesaid October 13, 1953 State highway layout bearing south $36^{\circ} 50' 23''$ east and 205.54 feet distant from station 10+60.00 of auxiliary base line "A" of said 1953 layout, said point being shown on plan as station 2+96.66, and extends thence along Agawan Avenue, south $36^{\circ} 22' 03''$ west 2467.56 feet; thence by a curve to the right of 200.00 feet radius 290.23 feet; thence along Palmer Avenue north $60^{\circ} 29' 17''$ west 445.19 feet; thence by a curve to the right of 200.00 feet radius 203.03 feet; thence along Union Street north $2^{\circ} 19' 32''$ west 1851.18 feet to a point at the end of the layout, on the southwesterly street line of Memorial Avenue, shown on plan as station 55+53.85.

The southeasterly-southerly-southwesterly-westerly location line of the layout begins at a point on the southwesterly location line of the aforesaid October 13, 1953 State highway

layout, at its junction with the southeasterly boundary of the aforesaid Agawam Avenue location, said point bearing south $36^{\circ} 50' 23''$ east and being 52.23 feet distant from station 2+96.66 of the aforesaid base line, and extends thence south $36^{\circ} 22' 03''$ west 2441.19 feet (following said Agawam Avenue location boundary) to a point bearing south $66^{\circ} 20' 21''$ east and 51.26 feet distant from station 27+64.22 of said base line; thence, leaving said Agawam Avenue boundary, by a curve to the right of 240.00 feet radius 348.28 feet to a point on the southwesterly boundary of the aforesaid Palmer Avenue location bearing south $8^{\circ} 54' 57''$ west and 32.05 feet distant from station 30+54.45 of said base line; thence, following said Palmer Avenue location boundary, north $60^{\circ} 29' 17''$ west 465.02 feet to a point bearing south $47^{\circ} 11' 14''$ west and 31.49 feet distant from station 34+99.64 of said base line; thence, leaving said Palmer Avenue boundary, by a curve to the right of 233.98 feet radius 237.52 feet to a point on the westerly boundary of the aforesaid Union Street location bearing north $80^{\circ} 26' 18''$ west and 40.88 feet distant from station 37+02.67 of said base line; thence, following said Union Street location boundary, north $2^{\circ} 19' 32''$ west 1861.09 feet to a point at the end of the layout, on the southwesterly street line of Memorial Avenue, bearing north $67^{\circ} 41' 57''$ west and 44.00 feet distant from station 55+53.85 of said base line.

The northwesterly-northerly-northeasterly-easterly location line of the layout begins at a point on the southwesterly location line of the aforesaid October 13, 1953 State highway layout at its junction with the northwesterly boundary of the aforesaid Agawam Avenue location, said point bearing north $36^{\circ} 50' 23''$ west and being 52.23 feet distant from station 2+96.66 of the aforesaid base line, and extends thence south $36^{\circ} 22' 03''$ west 2493.93 feet (following said Agawam Avenue location boundary) to a point bearing north $66^{\circ} 20' 21''$ west and 51.26 feet distant from station 27+64.22 of said base line; thence, leaving said Agawam Avenue boundary, by a curve to the right of 160.00 feet radius 232.13 feet to a point on the northeasterly boundary of said Palmer Avenue location bearing north $8^{\circ} 54' 57''$ east and 32.05 feet distant from station 30+54.45 of said base line; thence, following said Palmer Avenue location boundary, north $60^{\circ} 29' 17''$ west 424.93 feet to a point bearing north $46^{\circ} 11' 37''$ east and 31.32 feet distant from station 34+99.64 of said base line; thence leaving said Palmer Avenue boundary by a curve to the right of 165.00 feet radius 167.50 feet to a point on the easterly boundary of the aforesaid Union Street location bearing south $79^{\circ} 39' 32''$ east and 41.00 feet distant from station 37+02.67 of said base line; thence following said Union Street boundary north $2^{\circ} 19' 32''$ west 1810.66 feet to a point bearing south $41^{\circ} 15' 50''$ east and 63.65 feet distant from station 55+53.85 of said base line; thence by a curve to the right of 20.00 feet radius 40.01 feet to a point at the end of the layout, on the southwesterly street line of Memorial Avenue, bearing south $67^{\circ} 41' 57''$ east and 75.17 feet distant

from said station 55+53.85.

The location lines of the layout above described are further defined by bounds set thereon at angle points, points of curvature, and at the beginning and ending thereof, and at intermediate points opposite stations 11, 19, and 46 of the aforesaid base line, on both location lines.

For the purpose of laying out, constructing and maintaining the section of highway above described, the Department of Public Works, on behalf of the Town of West Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, Parcels 1-T and 2-T, shown on the plan hereinafter referred to, including all trees and structures located thereon, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The highway hereby laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County laid out as a Highway by the Department of Public Works November 23, 1954. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by Esther R. Cohen in her property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1-T	Esther R. Cohen	4,130 sq. ft.	\$1.00
2-T	Esther R. Cohen	1,320 sq. ft.	1.00

The name of owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

It is therefore

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of the said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out said section of town way in accordance with said plan.

1954 L.O.

in West Springfield

No. 4223

Page 4.

Dated at Boston this twenty-third day of November, 1954.

John A. Volpe

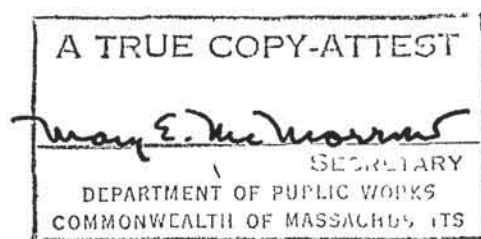
Department

Fred B. Dole

of

Lewis J. Fritz

Public Works



1955

West Springfield



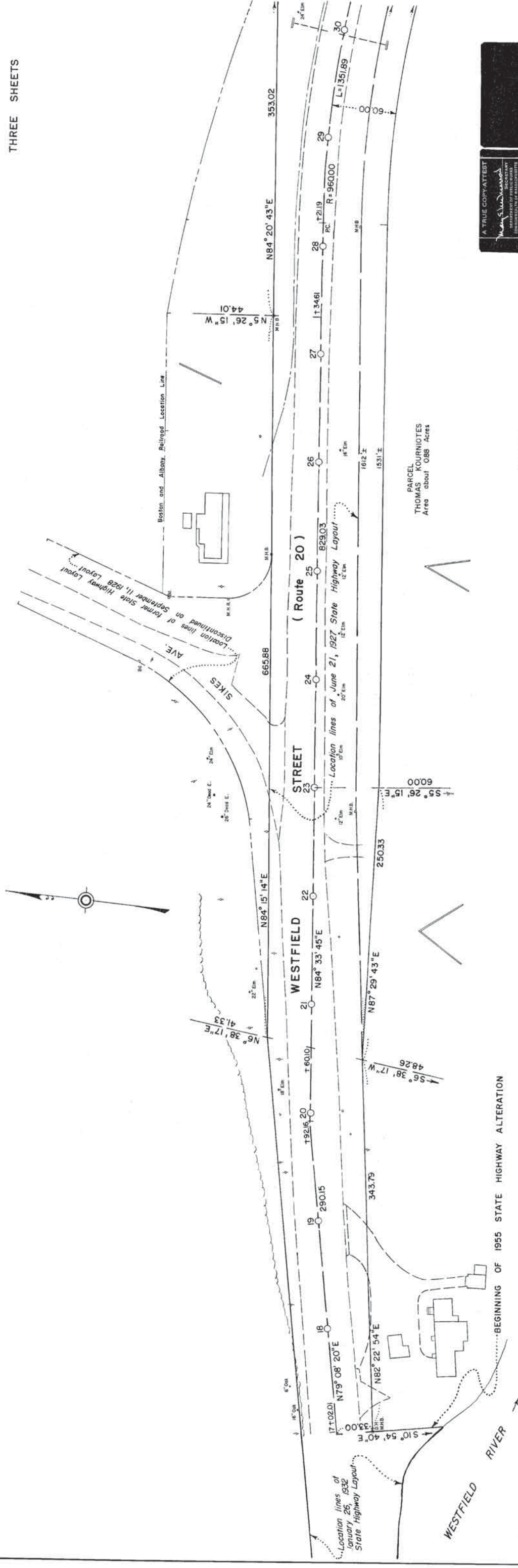
STATE HIGHWAY LAYOUT #4328
Route 20, Westfield St., Boston & Albany railroad crossing westerly to 1932
location line.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGES 66-70.

INDEXING

STATE HIGHWAY LAYOUT #4328

- Image Info SH70019 West Springfield
- Image Info SH70019 Boston & Albany Railroad
- Image Info SH70019 Route 20
- Image Info SH70019 Westfield Street
- Image Info SH70019 Westfield River

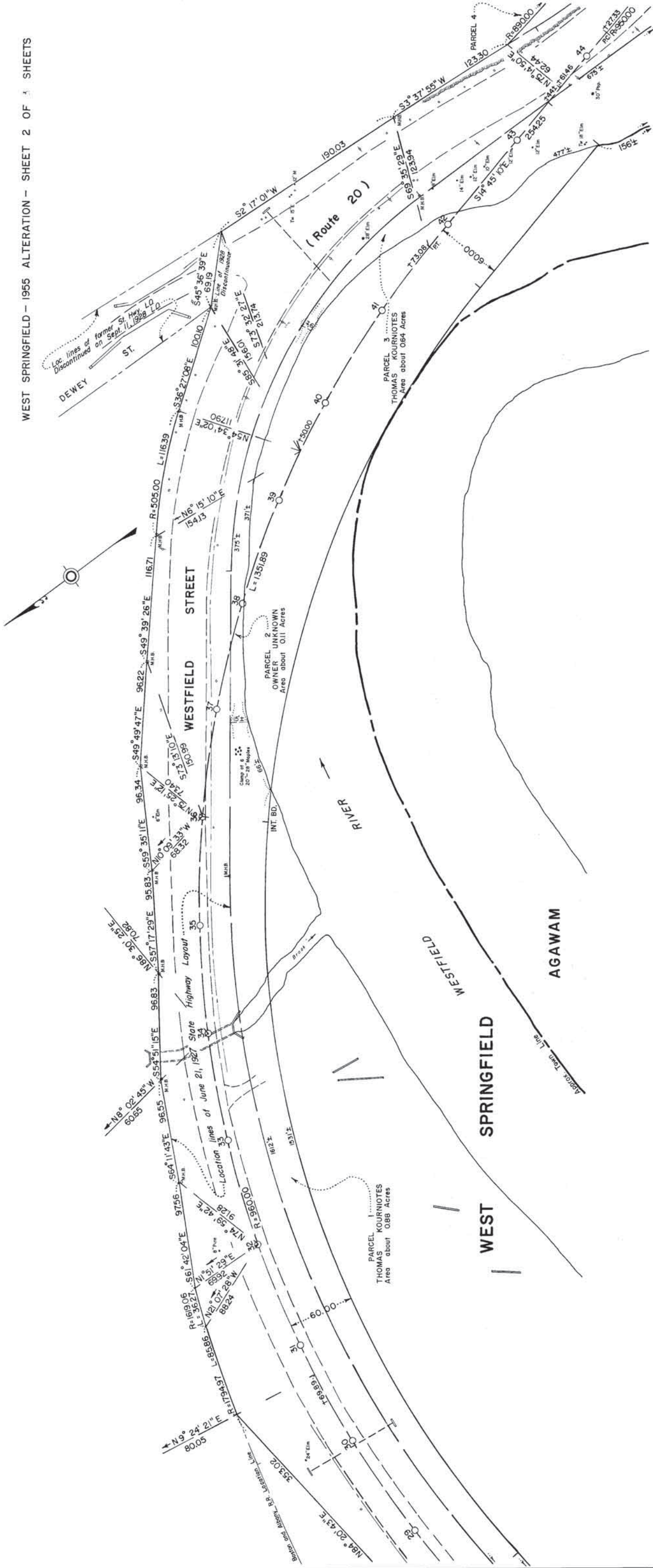


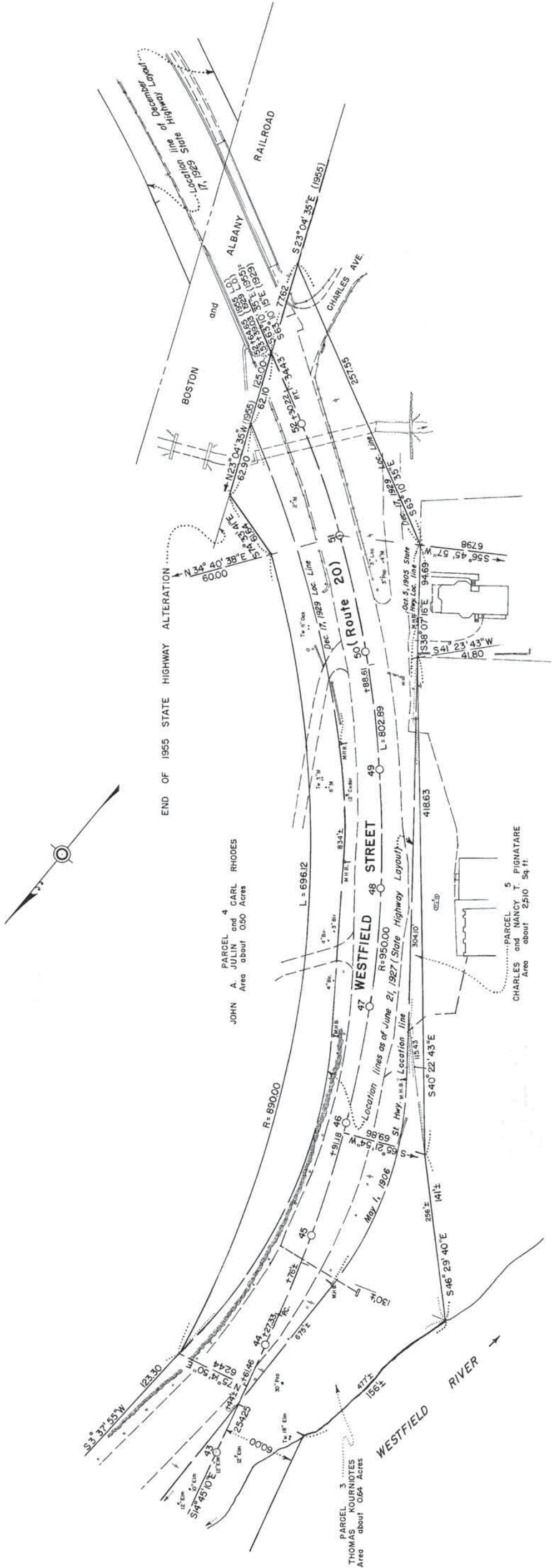
This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on July 26, 1955, in accordance with Chapter 81A of the General Laws.

W. S. Kourniotes
Chief Engineer

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
JULY 26, 1955
Scale: 40 feet to the inch
Layout No. 4328







The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 27, 1955.

*Received
and filed
Aug. 12/55*

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 26, 1955, alter the location of a section of State highway laid out in West Springfield in the years 1905, 1906, 1927 and 1929.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McNamee
Secretary.

~~Registered Mail~~

R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4328
and Order of Taking.

WHEREAS, the Massachusetts Highway Commission,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
October 5, 1905 and May 1, 1906, and the Department of Public
Works, Division of Highways, did, on June 21, 1927, and the
Department of Public Works did, on December 17, 1929,
lay out and take charge of as a State highway a road in the town of WEST SPRINGFIELD,
county of Hampden, ~~leading from~~
to and being known as
Westfield Street (Route 20),

as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
Town Clerk of said Town of West Springfield and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on Westfield Street, so called, Route 20, beginning at the easterly end of the January 26, 1932 State highway alteration and extending in a general easterly direction to the northeasterly end of Section 1 of the December 17, 1929 State highway alteration on said road. Said alteration consists of widening and re-establishing the State highway location laid out on May 1, 1906 and June 21, 1927, and a portion of the State highway location laid out on October 5, 1905, and altered and laid out on June 21, 1927 and December 17, 1929, being more fully described as follows:

The base line for the alteration is that of a survey made by the engineers of the Department in 1954 and 1955, and begins at a point in the present roadway of said Westfield Street marking the point of ending of the base line of the aforesaid January 26, 1932 State highway alteration, and being shown on plan as station 17+02.01, and extends north $79^{\circ} 08' 20''$ east 290.15 feet; thence north $84^{\circ} 33' 45''$ east 829.03 feet; thence by a curve to the right of 950.00 feet radius 1351.89 feet; thence south $14^{\circ} 45' 10''$ east 254.25 feet; thence by a curve to the left of 950.00 feet radius 802.89 feet; thence south $63^{\circ} 10' 35''$ east (in part following the base line used for the aforesaid December 17, 1929 State highway alteration), (would be south $63^{\circ} 10' 15''$ east if referred to the system of bearings used for said 1929 alteration) 34.43 feet to a point at the end of the alteration on the northeasterly end of the first section of State highway altered on December 17, 1929, shown on plan as station 52+64.65 and being identical with station 53+39.03 for said 1929 alteration base line.

The northerly line of location of the State highway hereby altered and laid out begins at a point on the northerly location line of the State highway as established by the September 11, 1928 discontinuance of a portion of the September 24, 1912 State highway layout on Westfield Street, said point bearing north $6^{\circ} 38' 17''$ east and being 41.33 feet distant from station 20+60.10 of the hereinbefore described base line, and extends thence, following the location line established by said discontinuance and the northerly location line of the aforesaid June 21, 1927 layout, as hereby re-established, north $84^{\circ} 15' 14''$ east 665.26 feet to a point bearing north $5^{\circ} 26' 15''$ west and 44.01 feet distant from station 27+34.61 of said base line; thence north $84^{\circ} 20' 43''$ east 353.02 feet to a point bearing north $9^{\circ} 24' 21''$ east and 80.05 feet distant from station 30+69.39 of said base line; thence by a curve to the right of 1724.97 feet radius 85.86 feet to a point bearing north $21^{\circ} 07' 28''$ west and 88.24 feet distant from station 32 of said base line; thence by another curve to the right of 1619.06 feet radius 36.27 feet to a point bearing north $1^{\circ} 51' 29''$ east and 69.92 feet distant from said station 32; thence south $61^{\circ} 42' 04''$ east 97.56 feet to a point bearing north $74^{\circ} 59' 42''$ east and 91.28 feet distant from said station 32; thence south $64^{\circ} 11' 43''$ east 96.55 feet to a point bearing north $8^{\circ} 02' 45''$ west and 60.65 feet distant from station 34 of said base line; thence south $54^{\circ} 51' 15''$ east 96.83 feet to a point bearing north $86^{\circ} 30' 25''$ east and 70.82 feet distant from said station 34;

thence south $57^{\circ} 17' 29''$ east 95.83 feet to a point bearing north $10^{\circ} 09' 33''$ west and 58.32 feet distant from station 36 of said base line; thence south $59^{\circ} 35' 11''$ east 96.34 feet to a point bearing north $75^{\circ} 25' 12''$ east and 73.40 feet distant from said station 36; thence south $49^{\circ} 49' 47''$ east 96.22 feet to a point bearing south $73^{\circ} 13' 10''$ east and 150.99 feet distant from said station 36; thence south $49^{\circ} 39' 26''$ east 116.71 feet to a point bearing north $6^{\circ} 15' 10''$ east and 154.13 feet distant from station 39+50.00 of said base line; thence by a curve to the right of 505.00 feet radius 116.39 feet to a point bearing north $54^{\circ} 34' 02''$ east and 117.90 feet distant from said station 39+50.00; thence south $35^{\circ} 27' 08''$ east 100.10 feet to a point on said 1927 location line bearing south $85^{\circ} 31' 48''$ east and being 156.01 feet distant from said station 39+50.00; thence following the State highway location line as established by the September 11, 1928 State highway discontinuance, as hereby re-established, south $45^{\circ} 36' 39''$ east 69.19 feet to a point on the northeasterly location line of the State highway altered on June 21, 1927, said point bearing south $73^{\circ} 32' 27''$ east and being 213.74 feet distant from the aforesaid station 39+50.00; thence following said 1927 location line as hereby re-established, south $2^{\circ} 17' 01''$ west 190.03 feet to a point bearing south $69^{\circ} 35' 29''$ east and 123.94 feet distant from station 41+73.08 of said base line; thence south $3^{\circ} 37' 55''$ west 123.30 feet to a point bearing north $75^{\circ} 14' 50''$ east and 62.44 feet distant from station 43+61.46 of said base line; thence leaving said 1927 location line and extending southeasterly by a curve to the left, not tangent to the line back, of 890.00 feet radius 696.12 feet to a point bearing north $34^{\circ} 40' 38''$ east and 60.00 feet distant from station 51 of said base line; thence south $74^{\circ} 33' 41''$ east 61.64 feet to a point on the southwesterly location line of the right of way of the Boston and Albany Railroad, bearing north $23^{\circ} 04' 35''$ west and 125.00 feet distant from the point of ending of the base line hereinbefore described shown on plan as station 52+64.65; thence following said Railroad location line south $23^{\circ} 04' 35''$ east 62.90 feet to a point at the end of the alteration on the northeasterly location line of the aforesaid December 17, 1929 State highway layout, bearing north $23^{\circ} 04' 35''$ west and 62.10 feet distant from said station 52+64.65.

The southerly line of location of the State highway hereby altered and laid out begins at a point marking the easterly end of the southerly location line of the January 26, 1932 State highway alteration, said point bearing south $10^{\circ} 54' 40''$ east and being 33.00 feet distant from the point of beginning of the base line hereinbefore described shown on plan as station 17+02.01, and extends thence, following the southerly location line of the June 21, 1927 State highway layout, as hereby re-established, north $82^{\circ} 22' 54''$ east 343.79 feet to a point bearing south $6^{\circ} 33' 17''$ west and 48.26 feet distant from station 20+60.10 of said base line; thence, leaving said 1927 location line, north $87^{\circ} 29' 43''$ east 250.33 feet to a point bearing south $5^{\circ} 26' 15''$ east and 60.00 feet distant from station 23 of said base line; thence parallel to said base line and 60.00 feet distant therefrom to a point on the northerly bank of the Westfield River about opposite station 43+44 of said base line; thence southerly, following said river bank, about 156 feet to a point

about opposite station 44+76 and about 130 feet distant therefrom; thence leaving said river bank and extending south $46^{\circ} 29' 40''$ east about 141 feet to a point bearing south $55^{\circ} 21' 54''$ west and 69.86 feet distant from station 45+91.18 of said base line; thence south $40^{\circ} 22' 43''$ east 418.63 feet to a point on the southwesterly location line of the May 1, 1906 State highway layout bearing south $41^{\circ} 23' 43''$ west and 41.80 feet distant from station 49+88.61 of said base line; thence in part following said 1906 location line and in part following the southwesterly location line of the October 5, 1905 State highway layout as hereby re-established, south $38^{\circ} 07' 16''$ east 94.69 feet to a point on the southwesterly location line of the first section of the December 17, 1929 State highway alteration bearing south $56^{\circ} 45' 57''$ west and 67.98 feet distant from station 51 of said base line; thence following said 1929 location line, as hereby re-established south $63^{\circ} 10' 35''$ east 257.55 feet to a point at the end of the alteration on the southwesterly location line of the right of way of the Boston and Albany Railroad, said point also marking the southeasterly end of the southwesterly location line of the first section of the December 17, 1929 State highway alteration, and bearing south $23^{\circ} 04' 35''$ east and being 77.62 feet distant from the point of ending of the base line hereinbefore described shown on plan as station 52+64.65.

The side lines of location of the State highway hereby altered and laid out are further defined by bounds set thereon at angle points, points of curvature, and at the beginning and ending thereof, and at an intermediate point on the southerly location line opposite station 36 of the aforesaid base line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 403 of the Acts of 1954, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works July 26, 1955. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

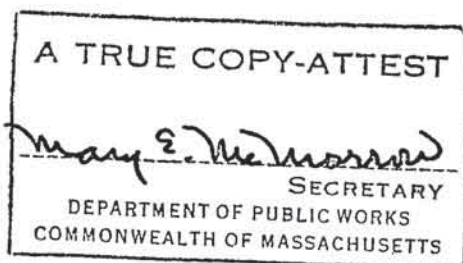
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Thomas Kourniotes	0.88 acres	\$1.00
2	Owner unknown	0.11 acres	1.00
3	Thomas Kourniotes	0.64 acres	1.00
4	John A. Julin and Carl Rhodes	0.50 acres	1.00
5	Charles and Nancy T. Pignatare	2,510 sq. feet	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-sixth day of July, 1955.



<u>J. A. Volpe</u>	}	Department
<u>Fred B. Dole</u>		of
<u>Lewis J. Fritz</u>		Public Works

1956

West Springfield



STATE HIGHWAY LAYOUT #4494
Route 5, Riverdale Rd., relocation of south line near Agawam Ave. at
intersection of Memorial Bridge rotary.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 6.

INDEXING

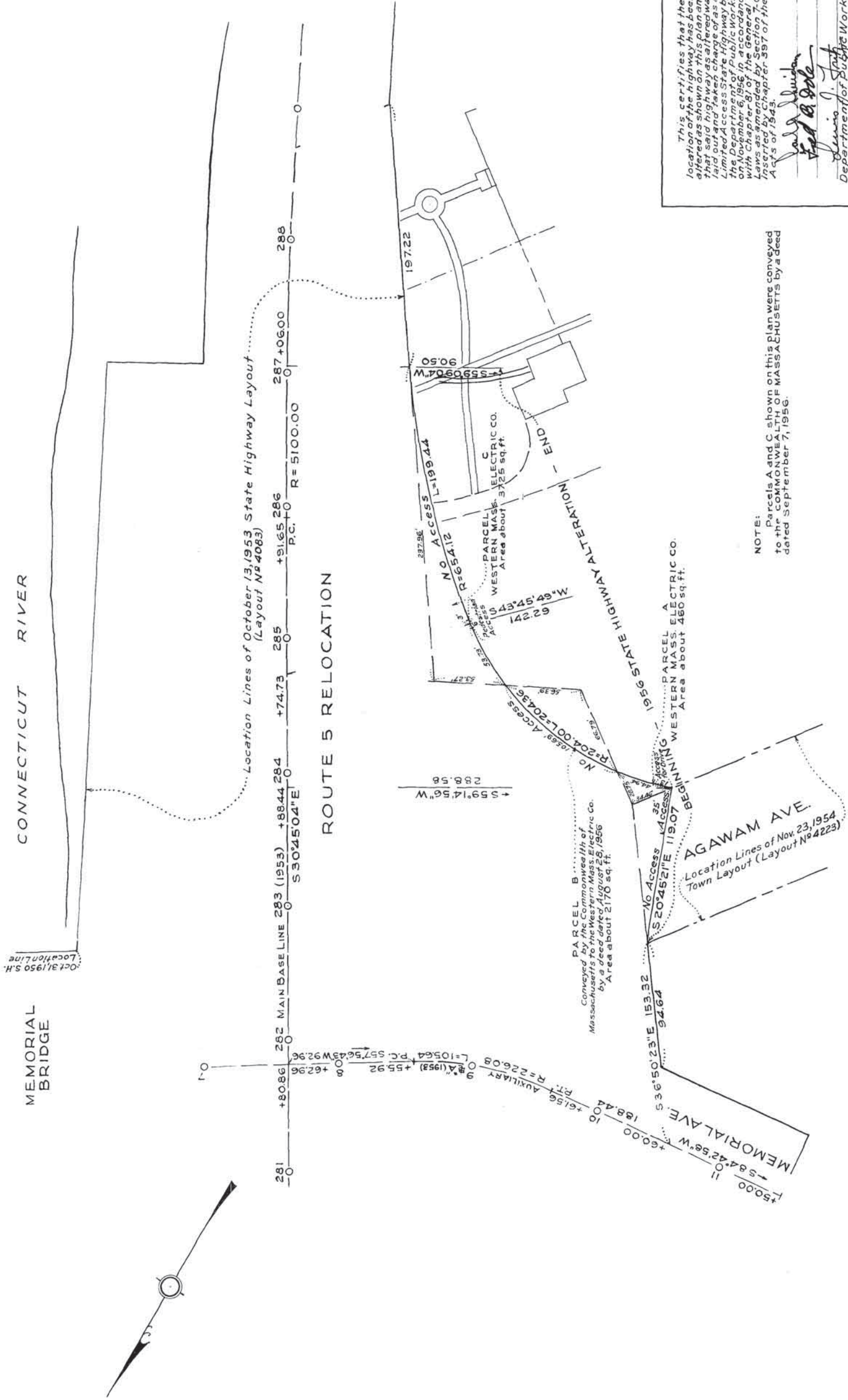
STATE HIGHWAY LAYOUT #4494

- Image Info SH70020 West Springfield
- Image Info SH70020 Agawam Avenue
- Image Info SH70020 Memorial Bridge
- Image Info SH70020 Riverdale Road
- Image Info SH70020 Route 5
- Image Info SH70020 Connecticut River

ONE SHEET

CONNECTICUT RIVER

MEMORIAL
BRIDGE



The Commonwealth of Massachusetts

PLAN OF ROAD
in the Town of

WEST SPRINGFIELD

Altered and laid out as a State Highway by the

Department of Public Works

NOVEMBER 6, 1956

Scale: - 40 feet to the inch

Chief Engineer

Layout No. 4494

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on November 6, 1956, in accordance with Chapter 80B of the Acts of 1943, Chapter 397 of the Acts of 1943.

John J. Sullivan
Ed. A. Gole
John J. Sullivan
Department of Public Works

NOTE: Parcels A and C shown on this plan were conveyed to the COMMONWEALTH OF MASSACHUSETTS by a deed dated September 7, 1956.



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

November 9, 1956

*Rec'd
Nov. 16, 1956*

West Springfield

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of November 6, 1956, ^{with limited access provisions} alter the location of a section of State highway laid out in West Springfield in the year 1953.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Wm. E. Nicholson



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4494

WHEREAS, the Department of Public Works,
 acting on behalf of the Commonwealth of Massachusetts, did, under date of
 October 13, 1953,
 lay out and take charge of as a State highway a road in the town of WEST SPRINGFIELD,
 county of Hampden, leading from
 to
 and being known as
 Route 5 (No location),
 as shown on the plans of said State highway on file in the office of the Department of Public
 Works, copies of which plans have been filed in the office of the County Commissioners of said
 County of Hampden, at Springfield, and in the office of the
 Town Clerk of said Town of West Springfield and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
 State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
 as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
 tion thereto, the Department of Public Works adjudges that public necessity and convenience
 require that the Commonwealth should alter the location of said State highway, and should
 lay out and take charge of said State highway as altered, as hereinafter described, with
 limited access provisions.

The alteration is located on relocated Route 5 between the northwesterly side of Agawam Avenue and a point about 430 feet southeasterly thereof, and consists of revising the southwesterly location line of the limited access State highway location laid out on October 13, 1953 (Layout No. 4033) to include a widening of said location and to conform to the northerly boundary of land no longer needed for State highway purposes which was conveyed by the Commonwealth of Massachusetts acting through its Department of Public Works to the Western Massachusetts Electric Company by a deed dated August 23, 1956.

The location line hereby altered by said revision is hereby established with limited access provisions as hereinafter described.

The base lines used for this alteration are the main base line and auxiliary base line "A" of said 1953 State highway layout.

The southwesterly location line of the State highway as hereby altered and laid out begins at a point on the southwesterly location line of said 1953 State highway layout marking the junction therewith of the northwesterly location line of the November 23, 1954 Town layout on Agawam Avenue (Layout No. 4223), said point bearing south $36^{\circ} 50' 23''$ east and being 153.32 feet distant from Station 10+60.00 of the aforesaid auxiliary base line "A" and extends thence leaving said location lines and crossing Agawam Avenue south $20^{\circ} 45' 21''$ east 117.07 feet to a point on the southeasterly location line of said 1954 Town layout bearing south $52^{\circ} 14' 56''$ west and 233.53 feet distant from Station 233+88.44 of the aforesaid main base line; thence leaving said southeasterly location line and extending easterly to southeasterly as shown on plan by a curve of 204.00 feet radius 204.36 feet to a point bearing south $43^{\circ} 45' 49''$ west and 142.29 feet distant

from station 284 + 74.73 of said main base line; thence by another curve to the right of 654.12 feet radius 199.44 feet to a point at the end of this alteration again on the southwesterly location line of said 1953 State highway layout bearing south $59^{\circ}09'04''$ west and 90.50 feet distant from station 287 + 06.00 of said main base line.

The southwesterly location line of the State highway as hereby altered and laid out is to be further defined by bounds set thereon at points of curvature and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited being permitted across the location line thereof hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed at Agawam Avenue, between a point on said location line bearing south $59^{\circ}14'56''$ west and 233.58 feet distant from station 283 + 38.44 of the aforesaid main base line and a point thereon bearing north $20^{\circ}45'21''$ west and 35 feet distant from the last described point.
2. Access to and egress from said location is allowed the Western Massachusetts Electric Company its successors or assigns:
 - (a) By way of a drive; between a point on said location line bearing south $59^{\circ}14'56''$ west and 233.58 feet distant from station 283 + 38.44 of the aforesaid main base line and a point thereon 13 feet distant easterly, as measured along said location line, from the last described point.

- (b) For pedestrian purposes only; between points on said location line 3 feet distant northwesterly and 3 feet distant southeasterly respectively, as measured along said location line, from a point thereon bearing south $43^{\circ}45'49''$ west and 142.29 feet distant from station 284 + 74.73 of the aforesaid main base line.

The above described access-egress items are indicated on the plan hereinafter referred to.

The limited access provisions of the October 13, 1953 State highway layout (Layout No. 4083) are hereby voided insofar as applicable to that portion of the southwesterly location line thereof extending between the points of beginning and ending of the State highway location line altered and laid out as hereinbefore described.

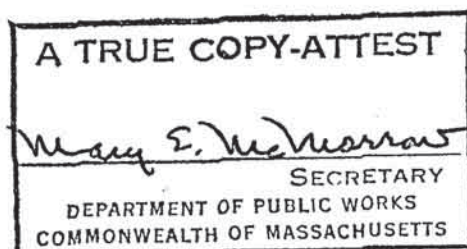
Parcels A and C, shown on the plan to be filed herewith, were conveyed to the Commonwealth of Massachusetts by a deed dated September 7, 1956.

The State highway hereby altered and laid out is shown on a plan signed by H. G. Cray, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and laid out as a State highway by the Department of Public Works November 6, 1956 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this sixth day of November, 1956.



<u>Carl A. Sheridan</u>	}	Department
<u>Fred B. Dole</u>		of
<u>Lewis J. Fritz</u>		Public Works

1965

West Springfield



STATE HIGHWAY LAYOUT #5499
Route 5, Riverdale Street., revising limited access
on southeasterly line near Elmdale Street.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 99 PAGE 95.

INDEXING

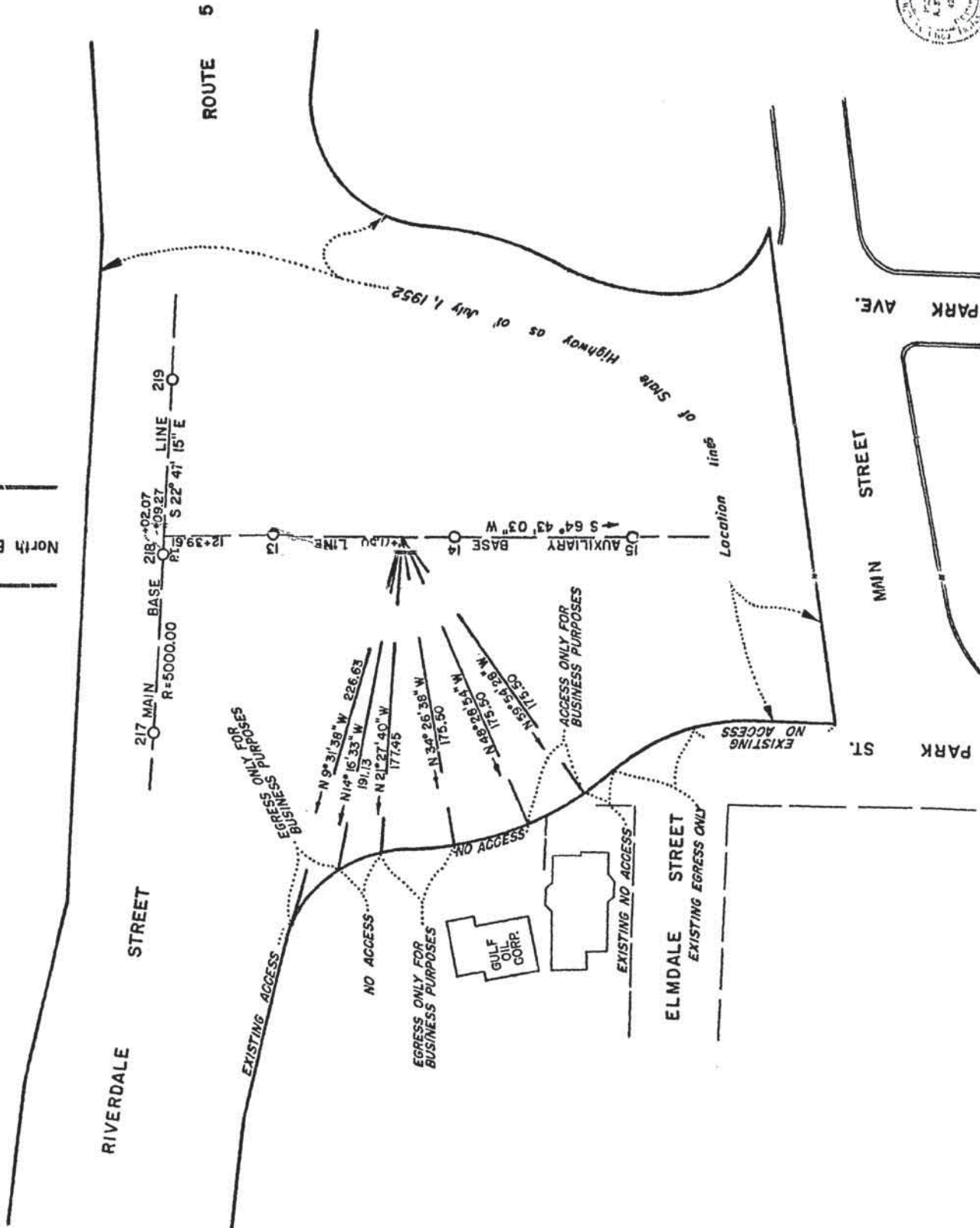
STATE HIGHWAY LAYOUT #5499

- Image Info SH70021 West Springfield
- Image Info SH70021 Elmdale Street
- Image Info SH70021 Riverdale Street
- Image Info SH70021 Route 5
- Image Info SH70021 Connecticut River

CONNECTICUT

RIVER

North End Bridge



NOTE: The alteration consists only of revising the limited access provisions of the state highway

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and located as a Limited Access State Highway by the Department of Public Works on June 23, 1965, in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 357 of the Acts of 1943.

[Signature]
J. R. D. [Signature]
Anthony J. [Signature]
Department of Public Works



The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
JUNE 23, 1965
Scale: 80 feet to the inch
[Signature] P.E.
Chief Engineer
Layout No. 5499



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Layout No. 5499
West Springfield

June 23, 1965

Mr. Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the
General Laws, Ter. Ed., the Department of Public Works
did, under date of June 23, 1965, ^{with limited access provisions} alter the location of
a section of State highway laid out in West Springfield
in the years 1952 and 1953.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle

Secretary.

~~Registered Mail~~
~~XXXXXXXXXX~~
EDF:hfm
Enclosures

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
---ooOoo---

Layout No. 5499

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of July 1, 1952 (Layout No. 3989), lay out and take charge of as a limited access State highway a road in the Town of West Springfield, County of Hampden, (Riverdale Street, Route 5), and said Department of Public Works did, under dates of November 25, 1952 (Layout No. 4015) and March 10, 1953 (Layout No. 4050) alter the location of said State highway, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the Office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of West Springfield; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the limited access provisions of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration, consists only of revising the limited access provisions of said State highway, insofar as applicable to portions of the

southwesterly location line thereof, as follows:

The limited access provisions of said State highway are hereby voided insofar as applicable to that portion of said location line extending between points thereon bearing north $9^{\circ} 31' 38''$ west and north $59^{\circ} 54' 28''$ west and 226.63 feet and 175.50 feet distant respectively from Station 13+71.50 of the auxiliary baseline of location of said State highway, and neither access thereto nor egress therefrom is allowed across said portion of the location line except as follows:

1. Egress only for business purposes is allowed between points thereon bearing north $9^{\circ} 31' 38''$ west and north $14^{\circ} 16' 33''$ west and 226.63 feet and 191.13 feet distant respectively from Station 13+71.50 of the auxiliary baseline of location of said State highway, and between points thereon bearing north $21^{\circ} 27' 40''$ west and north $34^{\circ} 26' 38''$ west and 177.45 feet and 175.50 feet distant ^{respectively} from said Station 13+71.50.

2. Access only for business purposes is allowed between points thereon bearing north $48^{\circ} 28' 54''$ west and north $59^{\circ} 54' 28''$ west and each being 175.50 feet from the aforesaid Station 13+71.50.

The above-described access-egress items are indicated on the plan hereinafter referred to.

The State highway hereby altered and laid out is shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and Laid Out as a State Highway by the Department of Public Works June 23, 1965 Scale: 80 feet to the inch."

It is therefore

VOTED: That said way as altered, as described herein and as

shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of The Town in which said way is located, certified copies of said plan, and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-third day of June, 1965.

F. W. Sargent

DEPARTMENT

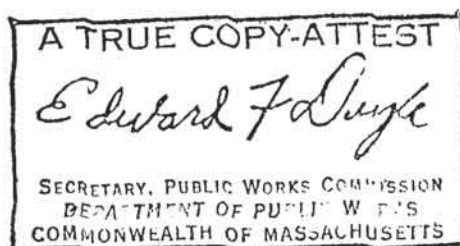
Anthony C. Rosselli

D. R. Dwight

OF

John D. Warner

PUBLIC WORKS



1967

West Springfield



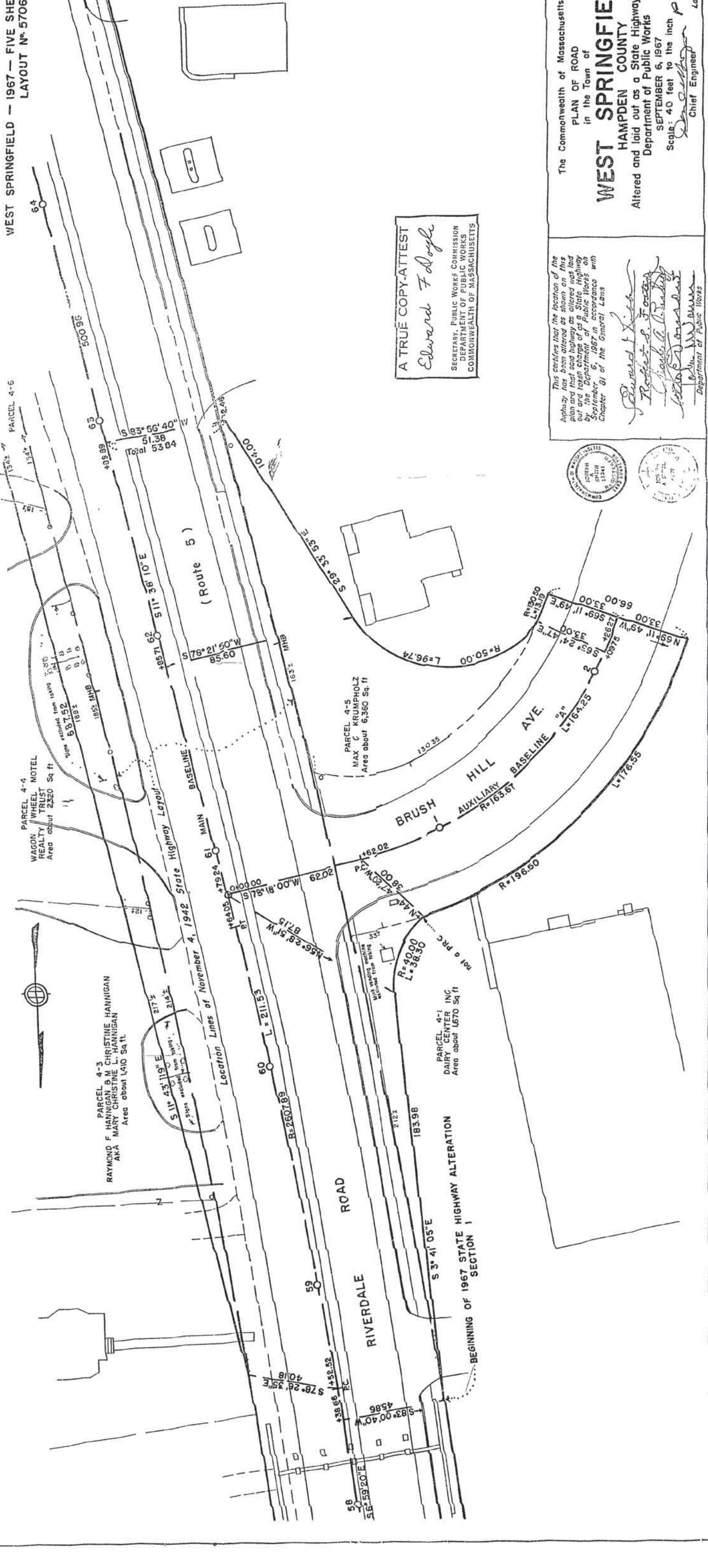
STATE HIGHWAY LAYOUT #5706
Route 5, Riverdale Rd., four alterations widening near
Brush Hill Ave., Wayside Ave., Morgan Rd. & Elm St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 110 PAGES 28(a)-30(a).

INDEXING

STATE HIGHWAY LAYOUT #5706

- Image Info** SH70022 West Springfield
- Image Info** SH70022 Brush Hill Avenue
- Image Info** SH70022 Elm Street
- Image Info** SH70022 Morgan Road
- Image Info** SH70022 Riverdale Road
- Image Info** SH70022 Route 5
- Image Info** SH70022 Wayside Avenue

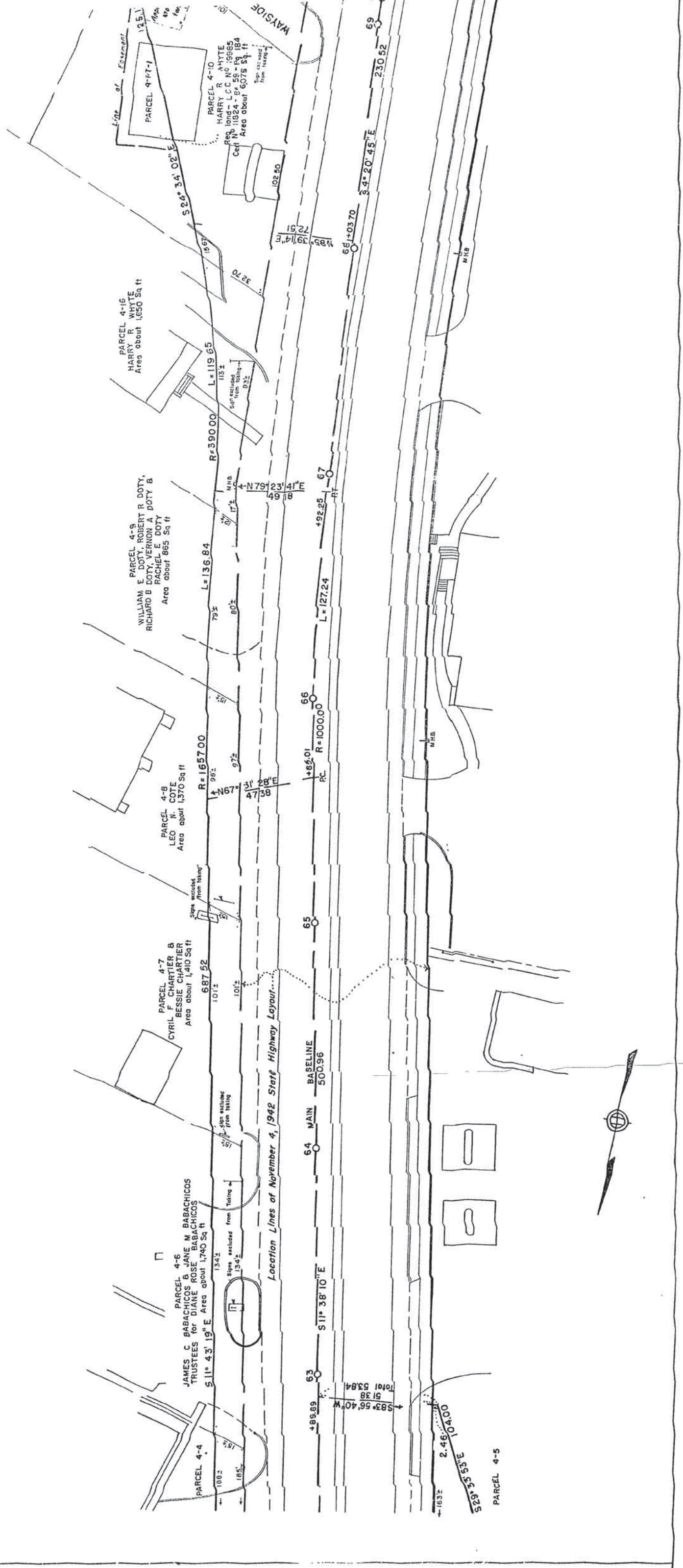


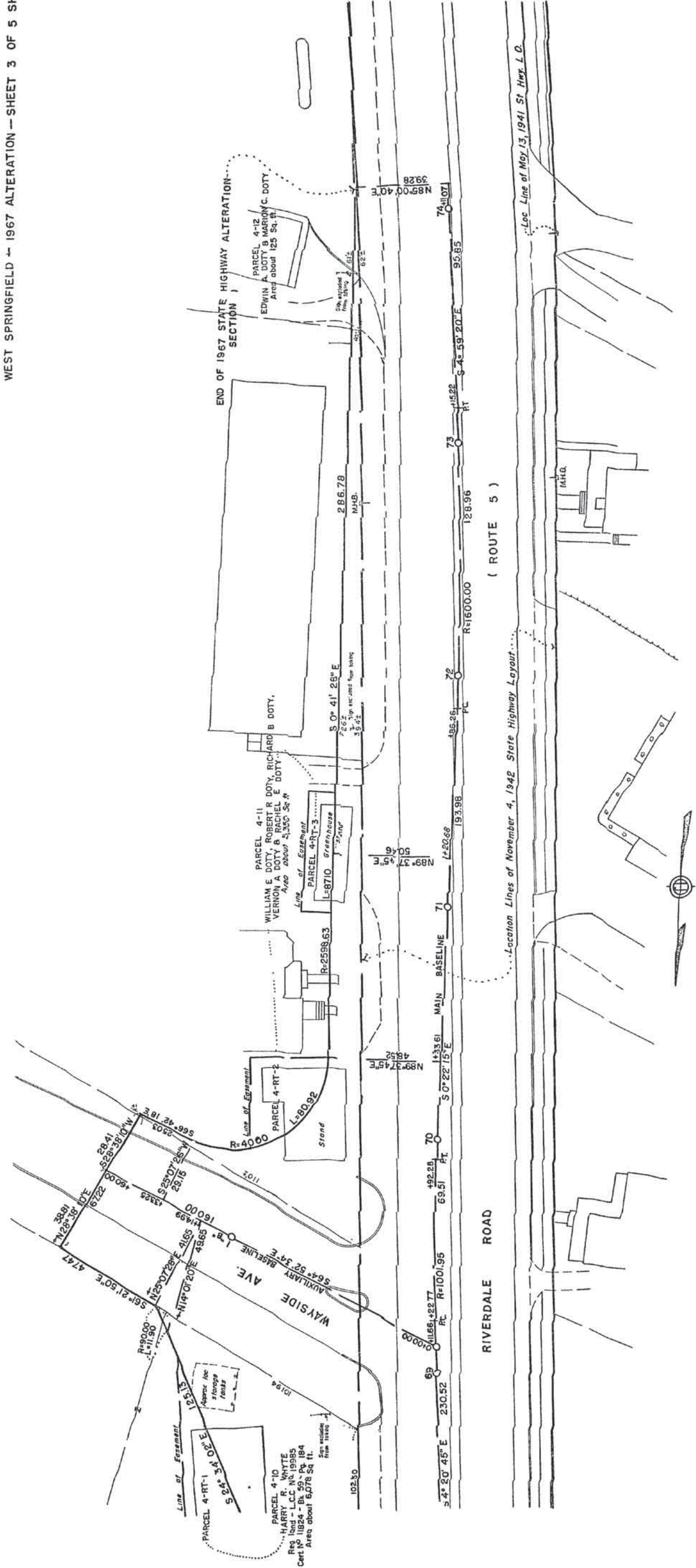
A TRUE COPY ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that the same has been laid out by the Department of Public Works on September 6, 1967 in accordance with Chapter 81 of the General Laws.

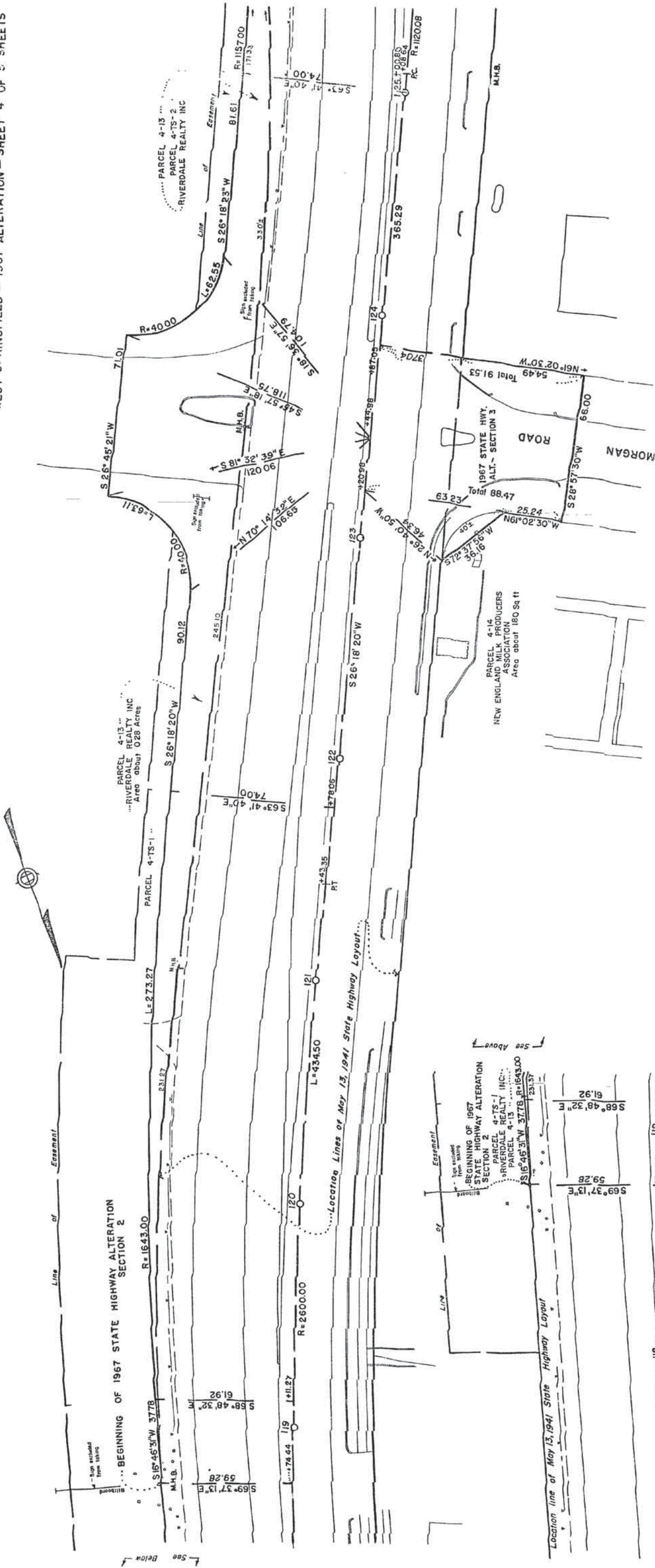
Edward F. Doyle
Secretary, Public Works Commission
Department of Public Works
Commonwealth of Massachusetts

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the Department of Public Works
SEPTEMBER 6, 1967
Scale: 40 feet to the inch
Edward F. Doyle
Chief Engineer
Department of Public Works





(ROUTE 5)



117+08.85
PC
118+00.00
R=2600.00
L=434.50
119+00.00
R=74.44
L=11.27

See Above
BEGINNING OF 1967
STATE HIGHWAY ALTERATION
SECTION 2
PARCEL 4-13
RIVERDALE REALTY INC.
PARCEL 4-14
NEW ENGLAND MILK PRODUCERS
ASSOCIATION
Area about 180 Sq ft

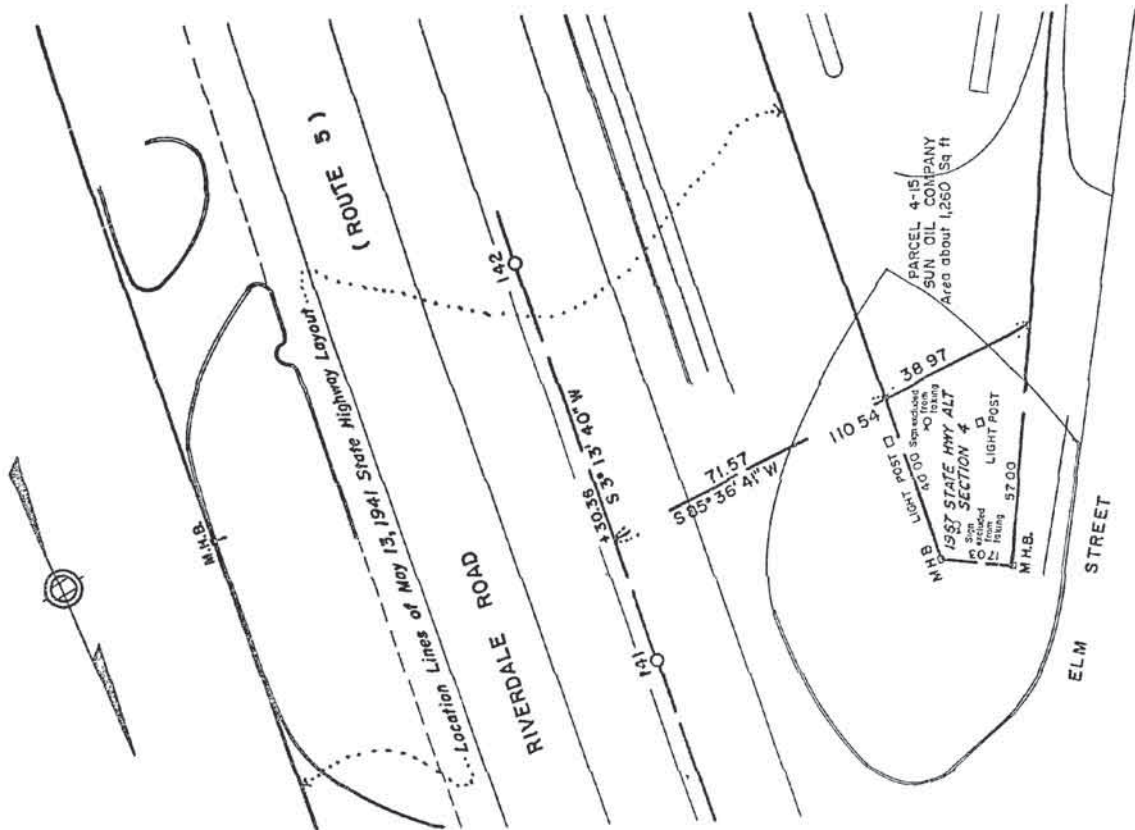
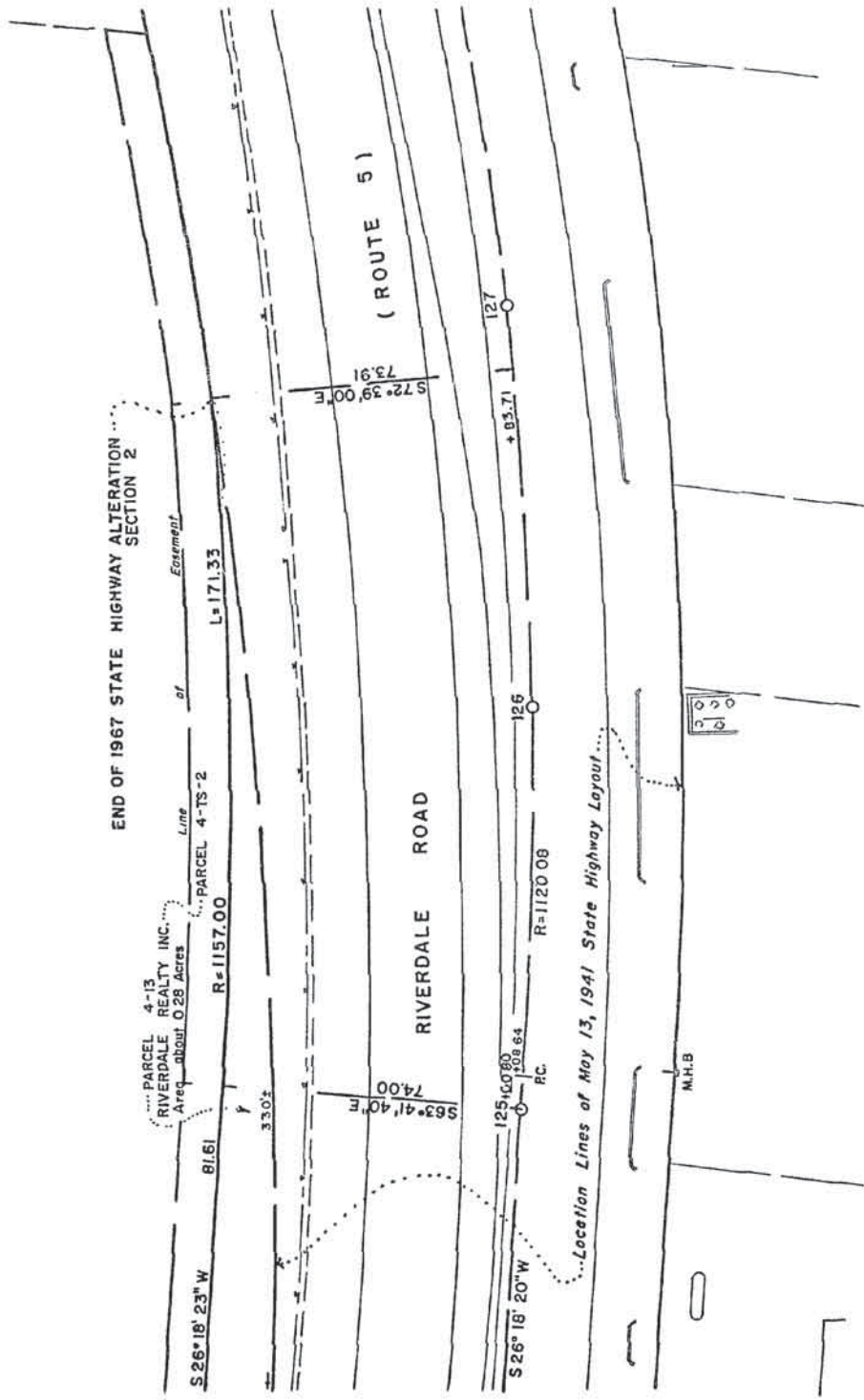
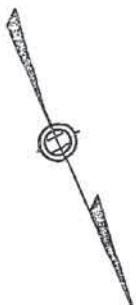
Location line of May 13, 1941 State Highway Layout

Location Lines of May 13, 1941 State Highway Layout

SECTION 2

SECTION 2

SECTION 2





L.O. 5706 &
Order of Taking
West Springfield

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Sept. 7, 1967

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of Sept. 6, 1967, alter the location of a section of State highway laid out in the Town of West Springfield in the year 1942.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 5706
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under dates of May 13, 1941 and of November 4, 1942, layout and take charge of, as a State highway, a road in the Town of West Springfield, County of Hampden (Route 5), locally known as Riverdale Road, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield and in the office of the Town Clerk of Said Town of West Springfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should layout and take charge of said State highway as altered, as hereinafter described.

The alteration is made in four sections. The first section consists of widening, on both sides, a portion of the State highway laid out on November 4, 1942. The second section consists of widening a portion of the State highway laid out on May 13, 1941 on the easterly side thereof. The third section consists of widening a portion of said 1941 State highway layout on the westerly side thereof, at Morgan Road. The fourth section consists of widening a portion of said 1941 State highway layout on the westerly side thereof at Elm Street. The alteration is more fully described as follows:

The main baseline of location of the first section of State highway hereby altered and laid out is a portion of the baseline of location of the aforesaid November 4, 1942 State highway layout.

An auxiliary baseline "A" begins at a point shown on plan as Station 0+00.00, said point being identical with Station 60+79.24 of the main baseline hereinbefore referred to, and extends thence, South $78^{\circ}18'00''$ West, 62.02 feet; thence by a curve to the left of 163.67 feet radius, 164.25 feet to the point of ending thereof in the existing roadway of Brush Hill Avenue, said point being shown on plan as Station 2+26.27 .

An auxiliary baseline "B" begins at a point shown on plan as Station 0+00.00, said point being identical with Station 69+11.66 of the main baseline hereinbefore referred to, and extends thence South $64^{\circ}52'34''$ East 160.00 feet to the point of ending thereof in the existing roadway of Wayside Avenue, shown on plan as Station 1+60.00.

The baseline of location of the aforesaid second, third and fourth sections of the State highway hereby altered and laid out is a portion of the baseline of location of the aforesaid May 13, 1941 State highway layout.

The easterly location line of the first section of State Highway hereby altered and laid out begins at a point on the easterly location line of the November 4, 1942 State highway layout, said point bearing South $78^{\circ}26'35''$ East and being 40.18 feet distant from Station 58+52.52 of the main baseline hereinbefore referred to, and extends thence, leaving said location line, South $11^{\circ}43'19''$ East, 687.52 feet to a point bearing North $67^{\circ}31'28''$ East and 47.38 feet distant from Station 65+65.01 of said main baseline; thence by a curve to the right of 1657.00 feet radius, 136.84 feet to a point bearing North $79^{\circ}23'41''$ East and 49.18 feet distant from Station 66+92.25 of said main baseline; thence by a curve to the left of 390.00 feet radius, 119.65 feet to a point bearing North $85^{\circ}39'14''$ East and 72.51 feet distant from Station 68+03.70 of said main baseline; thence South $24^{\circ}34'02''$ East, 125.13 feet to a point bearing North $14^{\circ}01'20''$ East and 49.65 feet distant from Station 1+14.99 of auxiliary baseline "B" hereinbefore described; thence by a curve to the left of 90.00 feet radius, 11.90 feet to a point bearing North $25^{\circ}07'28''$ East and 41.65 feet distant from said Station 1+14.99; thence South $61-21-50$ East, 47.47 feet to a point bearing

North $28^{\circ}38'10''$ East and 38.81 feet distant from Station 1+60.00 of said auxiliary baseline "B"; thence South $28^{\circ}38'10''$ West, 67.22 feet to a point bearing South $28^{\circ}38'10''$ West and 28.41 feet distant from said Station 1+60.00; thence North $66^{\circ}42'18''$ West 25.03 feet to a point bearing South $25^{\circ}07'26''$ West and 29.15 feet distant from Station 1+33.25 of said auxiliary baseline "B"; thence by a curve to the left of 40.00 feet radius, 80.92 feet to a point bearing North $89^{\circ}37'45''$ East and 48.52 feet distant from Station 70+33.61 of the aforesaid main baseline; thence by a curve to the right of 2598.63 feet radius, 87.10 feet to a point bearing North $89^{\circ}37'45''$ East and 50.46 feet distant from Station 71+20.68 of said main baseline; thence South $0^{\circ}41'26''$ East, 286.78 feet to the point of ending, again on the easterly location line of the aforesaid 1942 State highway layout, said point bearing North $85^{\circ}00'40''$ East and being 39.28 feet distant from Station 74+11.07 of said main baseline.

The westerly location line of the first section of State highway hereby altered and laid out begins at a point on the westerly location line of the November 4, 1942 State highway layout, said point bearing South $83^{\circ}00'40''$ West and being 45.86 feet distant from Station 58+38.66 of the main baseline hereinbefore referred to, and extends thence, leaving said location line, South $3^{\circ}41'05''$ East, 183.98 feet to a point bearing North $56^{\circ}28'51''$ West and 87.15 feet distant from Station 60+79.24 of said main baseline; thence by a curve to the right of 40.00 feet radius, 38.30 feet to a point bearing North $44^{\circ}47'20''$ West and 38.00 feet distant from Station 0+62.02 of auxiliary baseline "A", hereinbefore described; thence southwesterly to southerly by a curve, of 196.50 feet radius, 176.55 feet to a point bearing North $69^{\circ}11'49''$ West and 33.00 feet distant from Station 2+26.27 of said auxiliary baseline "A"; thence South $69^{\circ}11'49''$ East, 66.00 feet to a point bearing South $69^{\circ}11'49''$ East and 33.00 feet distant from said Station 2+26.27; thence northerly by a curve to the right of 130.50 feet radius, 13.19 feet to a point bearing South $63^{\circ}24'47''$ East and 33.00 feet distant from Station 2+09.75 of said auxiliary baseline "A"; thence northerly to northeasterly to easterly by a curve of 50.00 feet radius, 96.74

feet to a point bearing South $78^{\circ}21'50''$ West and 85.60 feet distant from Station 61+85.71 of the aforesaid main baseline; thence South $29^{\circ}33'53''$ East, 104.00 feet to a point bearing South $83^{\circ}56'40''$ West and 53.84 feet distant from Station 62+89.89 of said main baseline; thence North $83^{\circ}56'40''$ East, 2.46 feet to the point of ending, again on the westerly location line of the aforesaid 1942 State highway layout, said point bearing South $83^{\circ}56'40''$ West and being 51.38 feet distant from said Station 62+89.89.

The location line of the second section of State highway hereby altered and laid out begins at a point on the easterly location line of the aforesaid May 13, 1941 State highway layout said point bearing South $69^{\circ}37'13''$ East and being 59.28 feet distant from Station 118+74.44 of the aforesaid 1941 baseline and extends thence, leaving said location line South $16^{\circ}46'31''$ West, 37.78 feet to a point bearing South $68^{\circ}48'32''$ East and 61.92 feet distant from Station 119+11.27 of said 1941 baseline; thence by a curve to the right of 1643.00 feet radius, 273.27 feet to a point bearing South $63^{\circ}41'40''$ East and 74.00 feet distant from Station 121+78.06 of said 1941 baseline; thence South $26^{\circ}18'20''$ West, 90.12 feet to a point bearing North $70^{\circ}14'32''$ East and 106.65 feet distant from Station 123+44.98 of said 1941 baseline; thence by a curve to the left of 40.00 feet radius, 63.11 feet to a point bearing South $81^{\circ}32'39''$ East and 120.06 feet distant from said Station 123+44.98; thence South $26^{\circ}45'21''$ West, 71.01 feet to a point bearing South $46^{\circ}57'18''$ East and 118.75 feet distant from said Station 123+44.98; thence westerly to southwesterly, by a curve of 40.00 feet radius, 62.55 feet to a point bearing South $18^{\circ}36'57''$ East and 104.79 feet distant from said Station 123+44.98; thence South $26^{\circ}18'23''$ West, 81.61 feet to a point bearing South $63^{\circ}41'40''$ East and 74.00 feet distant from Station 125+00.80 of said 1941 baseline; thence by a curve to the left of 1157.00 feet radius, 171.33 feet to the point of ending again on the easterly location line of the aforesaid 1941 State highway layout, said point bearing South $72^{\circ}39'00''$ East and being 73.91 feet distant from Station 126+83.71 of said 1941 baseline.

The location line of the third section of State highway hereby altered

and laid out begins at a point on the westerly location line of the aforesaid May 13, 1941 State highway layout, said point bearing North $26^{\circ}40'50''$ West and being 46.34 feet distant from station 123+20.98 of the aforesaid 1941 baseline, and extends thence, leaving said location line, South $72^{\circ}37'56''$ West, 36.16 feet to a point bearing North $61^{\circ}02'30''$ West and 63.23 feet distant from said Station 123+20.98; thence North $61^{\circ}02'30''$ West, 25.24 feet to a point bearing North $61^{\circ}02'30''$ West and 88.47 feet distant from said Station 123+20.98; thence South $28^{\circ}57'30''$ West, 66.00 feet to a point bearing North $61^{\circ}02'30''$ West and 91.53 feet distant from Station 123+87.05 of said 1941 baseline; thence South $61^{\circ}02'30''$ East, 54.49 feet to the point of ending, again on the westerly location line of the aforesaid May 13, 1941 State highway layout, said point bearing North $61^{\circ}02'30''$ West and being 37.04 feet distant from said Station 123+87.05.

The location line of the fourth section of State highway hereby altered and laid out begins at a point on the westerly location line of the aforesaid May 13, 1941 State highway layout, said point bearing South $85^{\circ}36'41''$ West and being 110.54 feet distant from Station 141+30.36 of the aforesaid 1941 baseline, and extends thence, leaving said location line, North $85^{\circ}36'41''$ East, 38.97 feet to the point of ending, again on said 1941 westerly location line, said point bearing South $85^{\circ}36'41''$ West and being 71.57 feet distant from said Station 141+30.36.

The location lines of the State highway, altered and laid out as hereinbefore described, are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending of each section.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 4-RT-1 to 4-RT-3 inclusive, for the purpose of removing or demolishing structures or portions of structures which are located partly within the limits of the State highway location altered and laid out as hereinbefore described, and consist of the right to enter upon said land at any time during the effective

part of the easements to remove and/or demolish structures or portions of structures now located upon said land. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken has been accomplished.

Parcel 4-RT-1. A parcel of land owned by Harry R. Whyte, comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 19985), and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, under Certificate 11824, Book 59, Page 184, adjoining the easterly location line of the State highway altered and laid out as hereinbefore described (Section 1), bounded by said location line and by the line connecting the following points: opposite station 68+34 of the main baseline hereinbefore referred to and on said location^{line}; opposite said station 68+34 and 27 feet from said location line; and opposite station 69+10 of said main baseline and on said location line.

Parcel 4-RT-2. A parcel of land supposed to be owned by William E. Doty, Robert R. Doty, Richard B. Doty, Vernon A. Doty and Rachel E. Doty, adjoining the easterly location line of the State highway altered and laid out as hereinbefore described (Section 1), bounded by said location line and by the line connecting the following points: opposite about station 69+93 of the main baseline hereinbefore referred to and 80 feet therefrom, and on said location line; opposite station 7+32 of said main baseline and 34 feet from said location line; and opposite station 7+34 of said main baseline and on said location line.

Parcel 4-RT-3. A parcel of land supposed to be owned by William E. Doty, Robert R. Doty, Richard B. Doty, Vernon A. Doty and Rachel E. Doty, adjoining the easterly location line of the State highway altered and laid out as hereinbefore described (Section 1), bounded by said location line and by the line connecting the following points: opposite station 70+95 of the main baseline hereinbefore referred to and on said location line; opposite said station 70+95 and 13 feet from said location line; opposite station 71+47 of said main baseline and 11 feet from said location line; and opposite said station 71+47 and on

said location line.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 4-TS-1 and 4-TS-2 for the purpose of constructing slopes of excavation or embankment, and consist of the right to enter upon said land at any time during the effective period of the easements to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until two years from the date of this instrument.

Parcel 4-TS-1. A parcel of land supposed to be owned by Riverdale Realty Inc., in part adjoining the easterly location line of the aforesaid May 13, 1941 State highway layout and in part adjoining the easterly location line of the State highway altered and laid out as hereinbefore described (Section 2), bounded by said location lines and by a line described as follows:

Beginning at a point on said 1941 location line opposite station 118 of the baseline of location of said 1941 layout, and extending thence easterly about 40 feet; thence southerly, parallel to said location lines, each by each, to a point opposite station 121 of said baseline; thence westerly about 30 feet to a point opposite said station 121 and 10 feet radially from said location line altered and laid out as hereinbefore described; thence southerly, for the most part parallel to said altered location line, to a point thereon about opposite station 122+93 of said baseline.

Note: Excluded from the taking is that portion of the billboard located on said parcel.

Parcel 4-TS-2. A strip of land, for the most part 10 feet in width, supposed to be owned by Riverdale Realty Inc., in part adjoining the easterly location line of the State highway altered and laid out as hereinbefore described (Section 2), and in part adjoining the easterly location line of the aforesaid May 13, 1941 State highway layout, between points thereon respectively about opposite stations 123+93 and 127+83 of the baseline of location of said 1941 layout.

The locations of the above-described parcels for easements are more particularly shown on the plan hereinafter referred to .

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication situated in the Town of West Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 4-1 and 4-3 to 4-16 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of West Springfield which are included in the foregoing description,

Excluded from the aforesaid takings are the signs located on parcels 4-3, 4-4, 4-6, 4-7, 4-8, 4-10, 4-11, 4-12, 4-13, 4-15, 4-16 and 4-TS-1, and the milk vending machine located on parcel 4-1, all as shown on the plan hereinafter referred to.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County altered and laid out as a State highway by the Department of Public Works September 6, 1967, Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry

of Deeds for Hampden County at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 4-10 and 4-RT-1, said land being registered in the Land Court at Boston (Land Court Case 19985), and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield as follows:

<u>Parcel</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
4-10	Harry R. Whyte	59	184	11824
4-RT-1	Harry R. Whyte	59	184	11824

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>
4-1	Dairy Center Inc.	1670 S.F.
4-3	Raymond F. Hannigan & M. Christine Hannigan, A.K.A. Mary Christine L. Hannigan	1410 S.F.
4-4	Wagon Wheel Motel Realty Trust	2320 S.F.
4-5	Max C. Krumpholz	6360 S.F.
4-6	James C. Babachicos and Jane M. Babachicos Trustees for Diane Rose Babachicos	1740 S.F.
4-7	Cyril F. Chartier and Bessie Chartier	1410 S.F.
4-8	Leo N. Cote	1370 S.F.
4-9	William E. Doty, Robert R. Doty, Richard B. Doty, Vernon A. Doty and Rachel E. Doty	865 S.F.
4-10	Harry R. Whyte	6078 S.F.
4-11	William E. Doty, Robert R. Doty, Richard B. Doty, Vernon A. Doty and Rachel E. Doty	5350 S.F.

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>
4-12	Edwin A. Doty and Marion C. Doty	125 Sq. Ft.
4-13	Riverdale Realty Inc.	0.28 Acres
4-14	New England Milk Producers Association	180 Sq. Ft.
4-15	Sun Oil Company	1260 Sq. Ft.
4-16	Harry R. Whyte	1650 Sq. Ft.
4-RT-1	Harry R. Whyte	
4-RT-2	William E. Doty, Robert R. Doty, Richard B. Doty Vernon A. Doty and Rachel E. Doty	
4-RT-3	William E. Doty, Robert R. Doty, Richard B. Doty Vernon A. Doty and Rachel E. Doty	
4-TS-1	Riverdale Realty Inc.	
4-TS-2	Riverdale Realty Inc.	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted; that said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this sixth day of September, 1967.

J. A. S.

Edward R. ... DEPARTMENT
OF
PUBLIC WORKS
John E. ...
John A. ...

1968

West Springfield



STATE HIGHWAY LAYOUT #5778
I-91, widening south line of Ramp A, near Prosepct Ave.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 115 PAGE 51(a).

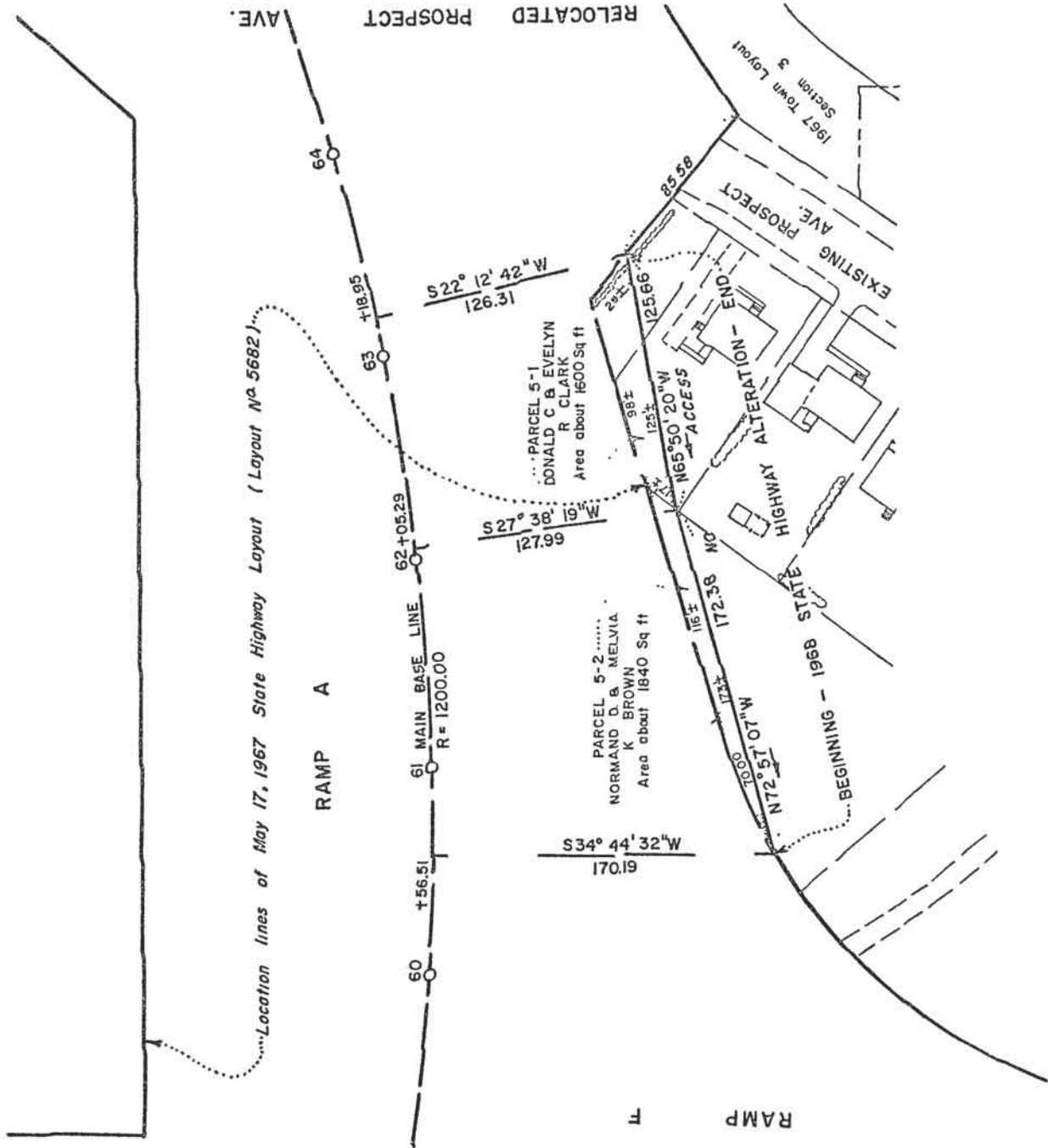
INDEXING

STATE HIGHWAY LAYOUT #5778

Image Info SH70023 West Springfield

Image Info SH70023 I-91

Image Info SH70023 Prospect Avenue



A TRUE COPY ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on October 15, 1968 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1967.
Edward F. Doyle
Chief Engineer
Department of Public Works



The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
OCTOBER 15, 1968
Scale - 80 feet to the inch
Edward F. Doyle
Chief Engineer
Layout N^o. 5778



L.O. No. 5778 &
Order of Taking
West Springfield

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

October 21, 1968

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the
General Laws, Ter. Ed., the Department of Public Works
did, under date of October 15, 1968 , alter the location of
a section of State highway laid out in the Town of West Springfield
in the year 1967.

4.00
A plan thereof and a certificate that said De-
partment of Public Works has laid out and taken charge
of said State highway as altered ^{with limited access provisions} in accordance with said
plan, are sent you herewith - ~~under separate cover~~ - for
filing in your office according to the law. An attested
copy of the adjudication and vote of the Commissioners
relative to the laying out and taking charge of said State
highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as
possible the enclosed form of receipt.

Yours truly,
Edward F. Doyle
EDWARD F. DOYLE *Edl.*

~~Registered Mail~~

Secretary.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oooOooo---

Layout No. 5778
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of May 17, 1967 (L.O. #5682) lay out and take charge of as a limited access State highway a road in the town of West Springfield, County of Hampden, being known as Interstate Route 91 Connector as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of West Springfield; and

Whereas, it now appears advisable to make certain changes in the southerly location line of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered with limited access provisions as hereinafter described.

The alteration is located westerly of Relocated Prospect Avenue and consists of widening with limited access provisions a portion of the aforesaid May 17, 1967 State highway layout, on the southerly side thereof, at the location shown on the plan hereinafter referred to, being more fully described as follows:

The base line used for the alteration is a portion of the main base line of location of the aforesaid layout No. 5682 and the stations hereinafter referred to are points thereon.

The location line of the State highway as hereby altered and laid out begins at a point on the southerly location line of the aforesaid 1967 State highway layout, said point bearing south $34^{\circ}44'32''$ west and being 170.19 feet distant from station 60+56.51, and extends thence, leaving said location line, south $72^{\circ}57'07''$ east 172.38 feet to a point bearing south $27^{\circ}38'19''$ west and 127.99 feet distant from station 62+05.29; thence south $65^{\circ}50'20''$ east 125.66 feet to the point of ending thereof again on the southerly location line of said 1967 State highway layout, said point bearing south $22^{\circ}12'42''$ west and being 126.31 feet distant from station 63+18.95.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at an angle point and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited and neither access thereto nor egress therefrom is allowed across the location line thereof altered and laid out as hereinbefore described for its entire length.

Restrictions of access to and egress from the State highway location imposed under the aforesaid May 17, 1967 State highway layout are hereby voided insofar as applicable to that portion of the southerly location line thereof extending between the points of beginning and ending of the alteration hereinbefore described.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the Town of West Springfield, County of Hampden,

all of said land being taken in fee simple, the supposed owners, of Parcels 5-1 and 5-2 shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the Town of West Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and laid out as a State highway by the Department of Public Works October 15, 1968 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

Parcel No.	Supposed Owner	Area
5-1	Donald C. and Evelyn R. Clark	1600 sq. ft.
5-2	Normand D. and Melvia K. Brown	1840 sq. ft.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of

by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

DATED at Boston this fifteenth day of October, 1968.

A.G.S.

/s/ Edward J. Ribbs
/s/ Charles A. Bisbee, Jr.
/s/ Peter E. Donadio
/s/ Robert S. Foster

DEPARTMENT
OF
PUBLIC WORKS

A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1971

West Springfield



STATE HIGHWAY LAYOUT #5913
I-91, revising location around two parcels of land not required for highway,
near Prospect Ave. & Riverdale St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 126 PAGES 105-113.

INDEXING

STATE HIGHWAY LAYOUT #5913

Image Info SH70024 West Springfield

Image Info SH70024 I-91

Image Info SH70024 Prospect Avenue

Image Info SH70024 Riverdale Street

WEST SPRINGFIELD-1971 ALTERATION-FIVE SHEETS
FED. AID PROJ. NO. I-91-(146)8
LAYOUT NO. 5913



NOTE: The alteration consists of revising portions of the location lines of the State Highway to conform to certain portions of the boundaries of two parcels of land no longer needed for State Highway purposes.

A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



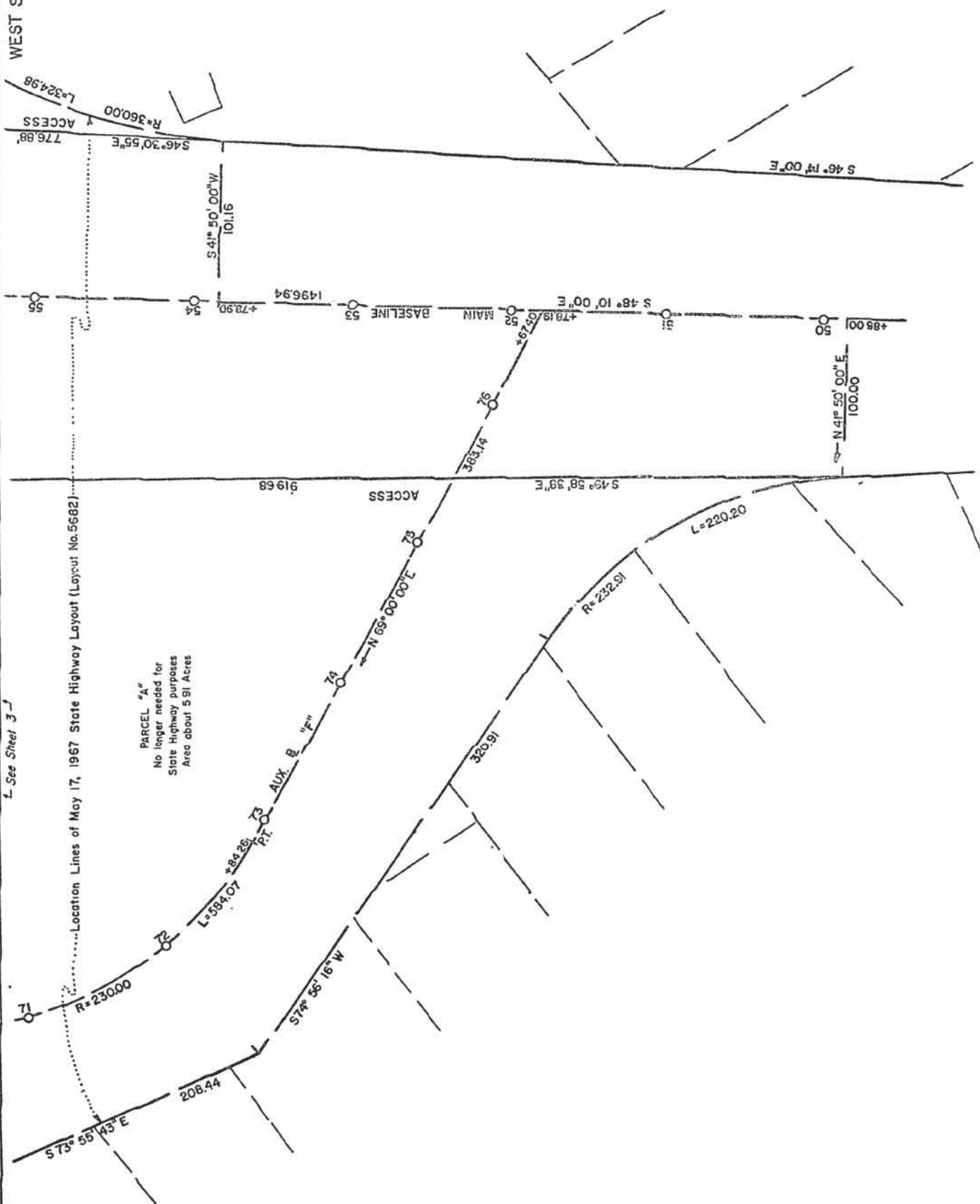
Christy J. Paul

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
MARCH 10, 1971
Scale: 180 feet to the inch
Robert S. Doyle
Chief Engineer
Layout No. 5913

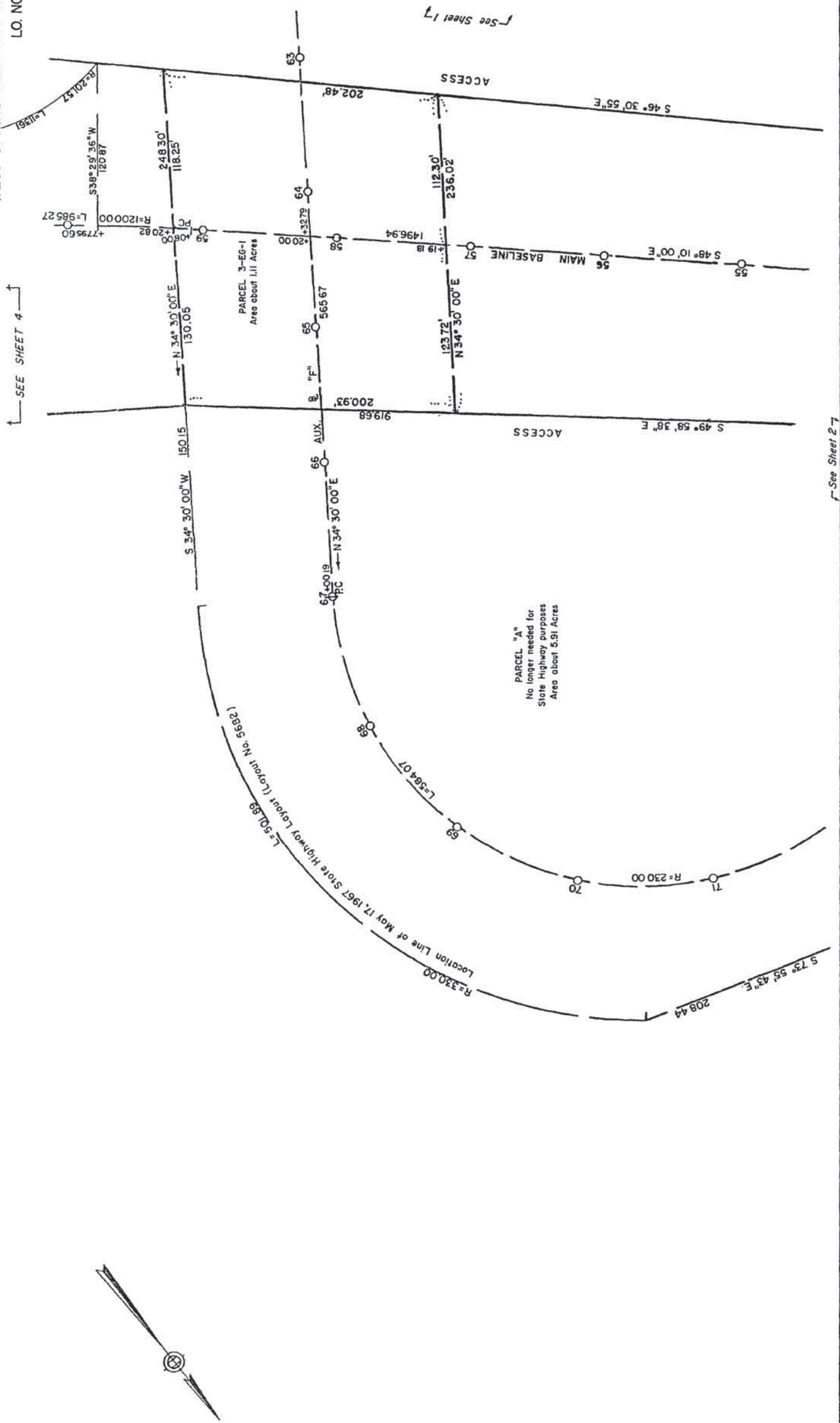
This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works, Commonwealth of Massachusetts, in accordance with Chapter 81B of the General Laws, as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

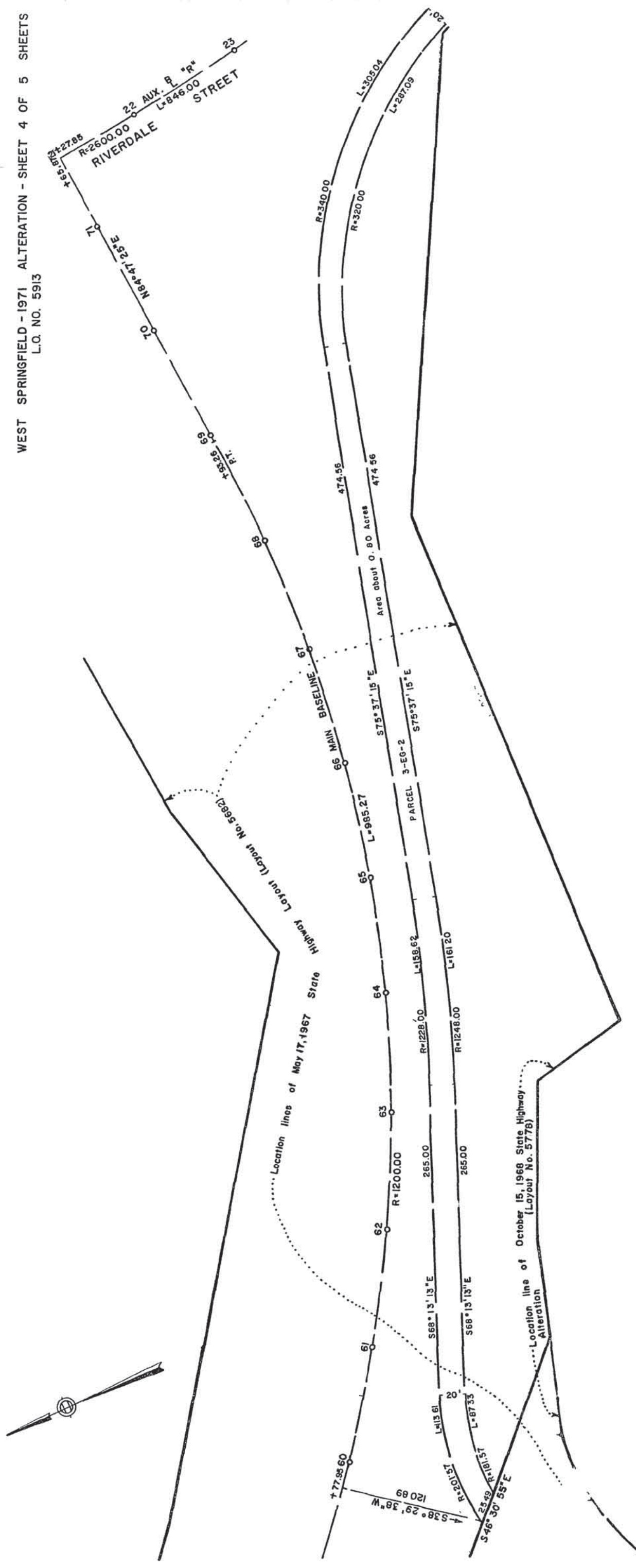
Robert S. Doyle
Chief Engineer
Department of Public Works

Location Line of October 15, 1968 State Highway Alteration (Layout No. 5778)



See Sheet 3
Location Lines of May 17, 1967 State Highway Layout (Layout No. 5662)





THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5913

WHEREAS, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of October 15, 1968 (L.O.#5778) alter the location of a State highway (Interstate Route 91 Connector) previously laid out in the Town of West Springfield County of Hampden on May 17, 1967 (L.O.#5682) as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of West Springfield ; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The alteration consists of revising portions of the location lines of the aforesaid State highway to conform to certain portions of the boundaries of two parcels of land no longer needed for State highway purposes.

The baseline used for the alteration is a portion of the main baseline of location of the aforesaid layout #5682 and the Stations hereinafter referred to are points thereon.

The southerly location line of the State highway as hereby altered and laid out begins at a point on the location line of the aforesaid layout #5778, said point bearing South $31^{\circ}14'36''$ West and being 146.48 feet distant from Station 61+29.80 and extends thence, leaving said location line North $46^{\circ}30'55''$ West

776.88 feet to a point at the end of the alteration on the southerly location line of the aforesaid layout #5682 said point bearing South $41^{\circ}50'00''$ West and being 101.16 feet distant from Station 53+78.90.

The northerly location line of the State highway as hereby altered and laid out begins at a point on the northerly location line of the aforesaid layout #5682 said point bearing North $41^{\circ}50'00''$ East and being 100.00 feet distant from Station 49+85.00 and extends thence leaving said location line South $49^{\circ}58'38''$ East 919.68 feet to a point at the end of the alteration again on said location line, said point bearing North $34^{\circ}30'00''$ East and being 130.05 feet distant from Station 59+20.82.

The location lines of the State highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited and free access thereto and egress therefrom is allowed across the location lines thereof, altered and laid out as hereinbefore described for their entire lengths.

The restrictions of access-egress imposed under the aforesaid State highway layouts are hereby voided insofar as applicable to those portions of the location lines thereof between points thereon marking the points of beginning and ending of the alteration hereinbefore described .

The State highway hereby altered and laid out is shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of West Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works March 10, 1971

Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County at Springfield.

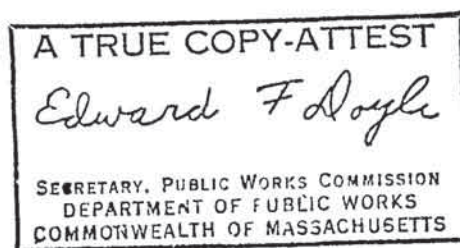
It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Town Clerk of the town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this tenth day of March 1971.

P.J.P.

<u>/s/ John p. King</u>	Members
<u>/s/ Robert S. Foster</u>	of the
<u>/s/ Peter E. Donadio</u>	Public Works
<u></u>	Commission





West Springfield
L.O. No. 5913

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

March 15, 1971

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of March 10, 1971, alter the location of a section of State highway laid out in the Town of West Springfield in the year 1967.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Ed.
Secretary.

REGARDING MARCH

1973

West Springfield



STATE HIGHWAY LAYOUT #5992
Route 5, Riverdale Rd., widening both sides near Whitney Ave.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 142 PAGE 82.

INDEXING

Plan Name STATE HIGHWAY LAYOUT #5992

Image Info SH 7002 West Springfield

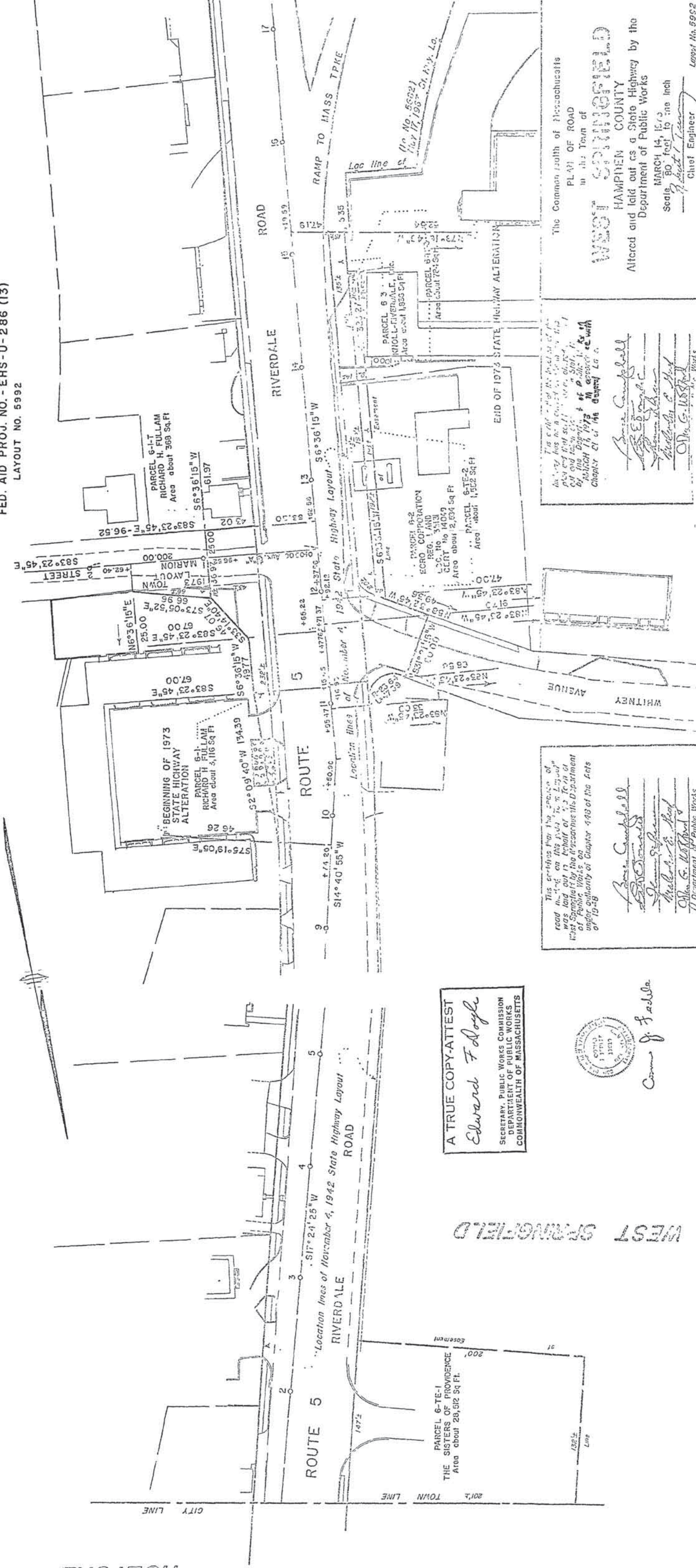
Image Info SH 7002 Riverdale Road

Image Info SH 7002 Route 5

Image Info SH 7002 Whitney Avenue

HOLYOKE

WEST SPRINGFIELD-1973 ALTERATION-ONE SHEET
FED. AID PROJ. NO. - EHS-U-286 (13)
LAYOUT NO. 5992



A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



Cam J. Fadda

This certificate for the location of road No. 1-6 on this plan to be laid out in West Springfield by the Department of Public Works, on under authority of Chapter 44B of the Acts of 1948

Barbara Campbell
Edmund J. Fadda
William J. Fadda
William J. Fadda
11 Department of Public Works

This certificate for the location of road No. 1-6 on this plan to be laid out in West Springfield by the Department of Public Works, on under authority of Chapter 44B of the Acts of 1948

Barbara Campbell
Edmund J. Fadda
William J. Fadda
William J. Fadda
11 Department of Public Works

The Common South of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPHIRE COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
MARCH 14, 1973
Scale 80 feet to one inch
Barbara Campbell
Chief Engineer



West Springfield
L.O. No. 5992 &
Order of Taking

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

March 20, 1973

March 20, 1973

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

REC'D COUNTY COM. S.
APR 5 12 59 PM '73
COUNTY
OF
HAMPDEN

Dear Sir:

Acting under the provisions of Chapter 81A of the General Laws, Ter. Ed., the Department of Public Works did, under date of March 14, 1973, alter the location of a section of State highway laid out in the Town of West Springfield in the year 1942.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~RECEIVED/MAINT~~



✓

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

West Springfield
Layout No. 5992
and Order of Taking

WHEREAS, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of November 4, 1942 layout and take charge of as a State highway, a road in the Town of West Springfield, County of Hampden, being known as Riverdale Road (Route 5), as shown on the plan of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County and in the office of the Town Clerk of said Town; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should layout and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening a portion of the aforesaid State highway location on both sides thereof.

The main baseline used for the alteration is the baseline of location of the aforesaid 1942 State highway layout.

Auxiliary baseline "A" begins at a point shown on plan as station 0+00.00, said point being identical with station 12+37.56 of the main baseline hereinbefore referred to, and extends thence south 83°23'45" east 200.00 feet to the point of ending thereof shown on plan as station 2.

The easterly location line of the State highway hereby altered and laid out begins at a point on the easterly location line of the aforesaid 1942 State highway layout, said point bearing south 75°19'05" east and being 46.26 feet distant from station 9+74.20 of the main baseline hereinbefore referred to and extends thence, leaving said 1942 location line south 2°09'40" west 134.39 feet to a point bearing south 83°23'45" east and 67.00 feet distant from station 11+15.45 of said main baseline; thence south 6°36'15" west 49.77 feet to a point bearing south 83°23'45" east and 67.00 feet distant from station 11+65.22 of said main baseline; thence south 33°14'40" east 46.07 feet to a point bearing north 6°36'15" east and 36.97 feet distant from station 0+96.52 of auxiliary baseline "A" hereinbefore described; thence, in part crossing Marion Street, south 6°36'15" west 61.97 feet to a point on the southerly street line of said Marion Street, said point bearing south 6°36'15" west and 25.00 feet distant from said station 0+96.52; thence following said southerly street line north 83°23'45" west 43.02 feet to the point of ending thereof again on the aforesaid 1942 easterly State highway location line, said point bearing south 83°23'45" east and being 53.50 feet distant from station 12+62.56 of the aforesaid main baseline.

The westerly location line of the State highway hereby altered and laid out begins at a point on the westerly location line of the aforesaid 1942 State highway layout said point bearing north 83°23'45" west and being 33.00 feet distant from station 10+95.47 of the main baseline

hereinbefore referred to, and extends thence leaving said westerly location line southerly to southwesterly to northwesterly by a curve of 23.64 feet radius 47.39 feet to a point on the northerly street line of Whitney Avenue, said point bearing north $83^{\circ}23'45''$ west and 66.58 feet distant from station 11+16.93 of said main baseline; thence leaving said northerly street line and crossing said Whitney Avenue south $31^{\circ}21'15''$ west 60.00 feet to a point on the southerly street line of said Avenue, said point bearing north $83^{\circ}23'45''$ west and 91.79 feet distant from station 11+71.37 of said main baseline; thence following said southerly street line south $56^{\circ}32'45''$ east 49.36 feet to a point bearing north $83^{\circ}23'45''$ west and 47.00 feet distant from station 11+92.12 of said main baseline; thence leaving said southerly street line south $6^{\circ}36'15''$ west 323.27 feet to the point of ending thereof on the northerly location line of the May 17, 1967 State highway layout (L.O. 5682) said point bearing north $78^{\circ}16'48''$ west and being 47.19 feet distant from station 15+19.59 of said main baseline.

The location lines of the State highway hereby altered and laid out are to be further defined by bounds set thereon at angle points, at the points of curvature and at the points of beginning and ending thereof.

In connection with the alteration of the State highway hereinbefore described, it is necessary to lay out a section of highway on behalf of the Town of West Springfield, and said section is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948, and is more fully described as follows:

The section of highway hereby laid out on behalf of the Town of West Springfield establishes a location for the widening of Marion Street on the northerly side thereof, adjoining the easterly location line of the State highway hereinbefore described and the northerly street line of said Marion Street and bounded by said location and street lines and by the line described as follows: Beginning at a point on the aforesaid easterly location line, said point bearing north $6^{\circ}36'15''$ east and being 36.97 feet distant from station 0+96.52 of auxiliary baseline "A" hereinbefore described and extends thence, leaving said easterly location line, south $73^{\circ}05'52''$ east 66.96 feet to the point of ending thereof on the aforesaid northerly street line of Marion Street, said point bearing north $6^{\circ}36'15''$ east and being 25.00 feet distant from station 1+62.40 of said auxiliary baseline "A".

The location line of the section of highway hereby laid out on behalf of the Town of West Springfield is to be further defined by bounds set thereon at the points of beginning and ending thereof.

Easements are hereby taken in the parcels of land shown as Parcels 6-TE-1, 6-TE-2 and 6-TE-3 on the plan hereinafter referred to for the purpose of effecting the necessary construction within said parcels, and consist of the right to enter upon said land at any time during the effective period of the easements to perform the work pertinent thereto. Said easements are temporary in nature and are to be in effect only until 3 years from the date of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all

of the land, not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication situated in the Town of West Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 6-1, 6-2 and 6-3, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of public way or ways in the Town of West Springfield which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the section of Town highway hereinbefore described, the Department of Public Works, on behalf of the Town of West Springfield does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965 Parcel 6-1-T shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the Town of West Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon

said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the Town of West Springfield which are included in the foregoing description.

The State highway hereby altered and laid out, the section of Town highway hereby laid out, and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD IN THE TOWN OF

WEST SPRINGFIELD

HAMPDEN COUNTY

Altered and laid out as a State highway by the

DEPARTMENT OF PUBLIC WORKS

March 14, 1973

Scale: 40 feet to the inch",

an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinafter referred to as Parcels 6-2, 6-TE-2, said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield.

<u>Parcel</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Certificate</u>
6-2	Ecro Corporation	35131	14049
6-TE-2	Ecro Corporation	35131	14049

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>PARCFL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
6-1	Richard H. Fullam	3116 square feet
6-2	Ecro Corporation	2584 square feet
6-3	Knoll-Riverdale, Inc.	1836 square feet
6-1-T	Richard H. Fullam	368 square feet
6-TE-1	The Sisters of Providence (A Corporation)	28512 square feet
6-TE-2	Ecro Corporation	1552 square feet
6-TE-3	Knoll-Riverdale, Inc.	784 square feet

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way as altered as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has laid out said section of Town way in accordance with said plan.

Dated at Boston this fourteenth day of March, 1973

<u>Bence Campbell</u>	Members
<u>Leo J. Tourous</u>	of the
<u>Thomas J. Breen</u>	Public Works
<u>Malcolm E. Boff</u>	Commission
<u>John G. Wofford</u>	
<u>James J. Fiedala</u>	Layout Engineer

1974

West Springfield



STATE HIGHWAY LAYOUT #6189
Route 5, Riverdale Rd., at corner of Marion St.,
small parcel taken.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 155 PAGE 19.

INDEXING

STATE HIGHWAY LAYOUT #6189

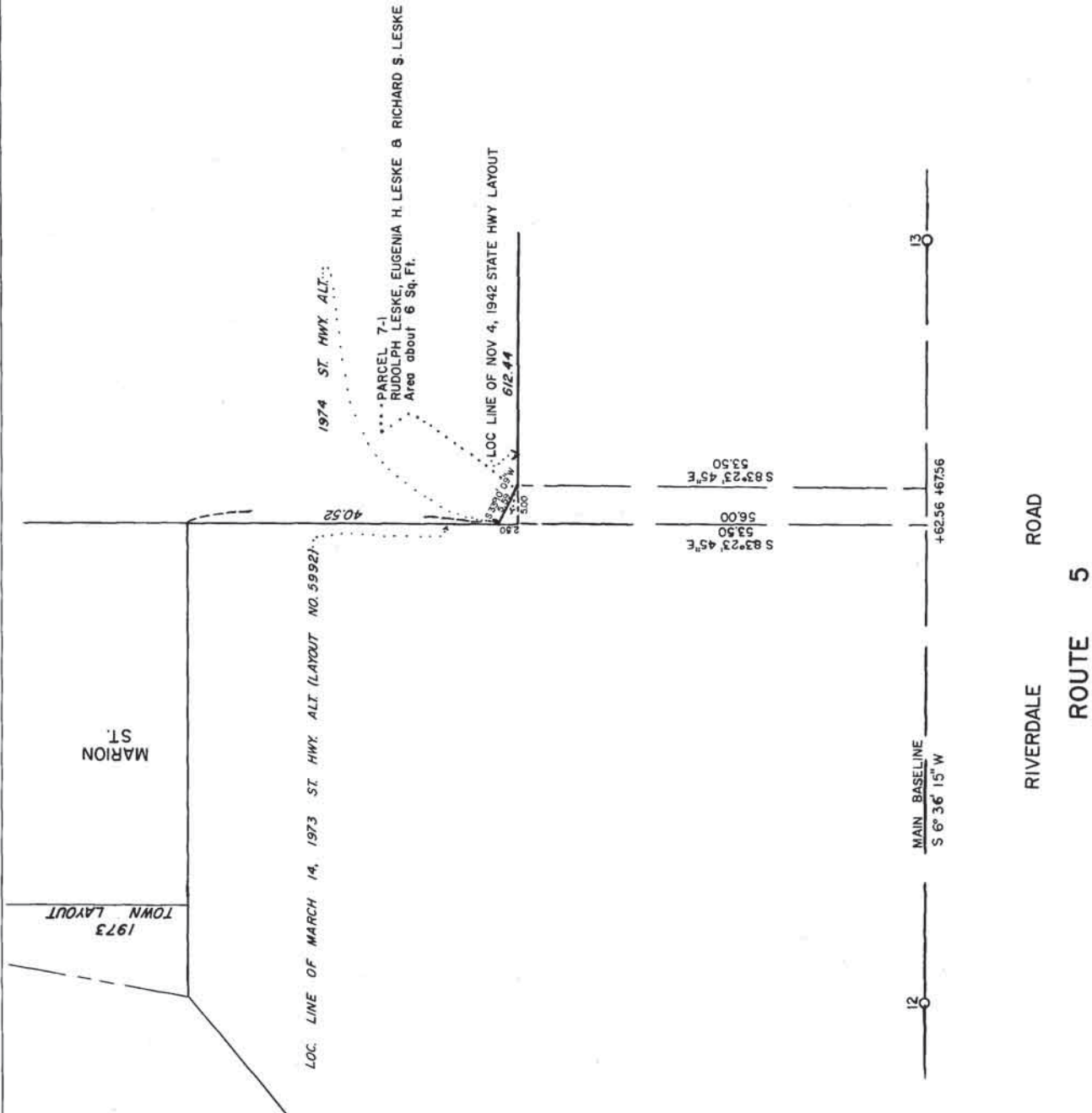
Image Info SH70026 West Springfield

Image Info SH70026 Marion Street

Image Info SH70026 Riverdale Road

Image Info SH70026 Route 5

WEST SPRINGFIELD - 1974 ALTERATION - ONE SHEET
FED. AID PROJ. NO.-EHS-U-286 (13)
LAYOUT NO. 6189



RECEIVED FOR ROAD
Hampden County Registry of Deeds
NOV 27 1973
Draw 155 Page 19



Albin B. Sheehan

A TRUE COPY/ATTEST
RECEIVED FOR ROAD
Hampden County Registry of Deeds
NOV 27 1973
Draw 155 Page 20

3135.1

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on November 13, 1974 in accordance with Chapter 81 of the General Laws.

James Campbell
Thomas J. Brown
Michael E. Hyl
Ed. Edwards

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works

November 13, 1974
Scale: 10 feet to the inch

Robert T. Tramm
Chief Engineer

Layout No. 6189

1988

West Springfield



STATE HIGHWAY LAYOUT #6813
Route 5, Riverdale St., relocation of easterly line,
stations 108-125.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 256 PAGES 42-43.

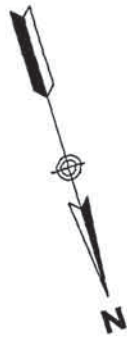
INDEXING

STATE HIGHWAY LAYOUT #6813

Image Info SH70027 West Springfield

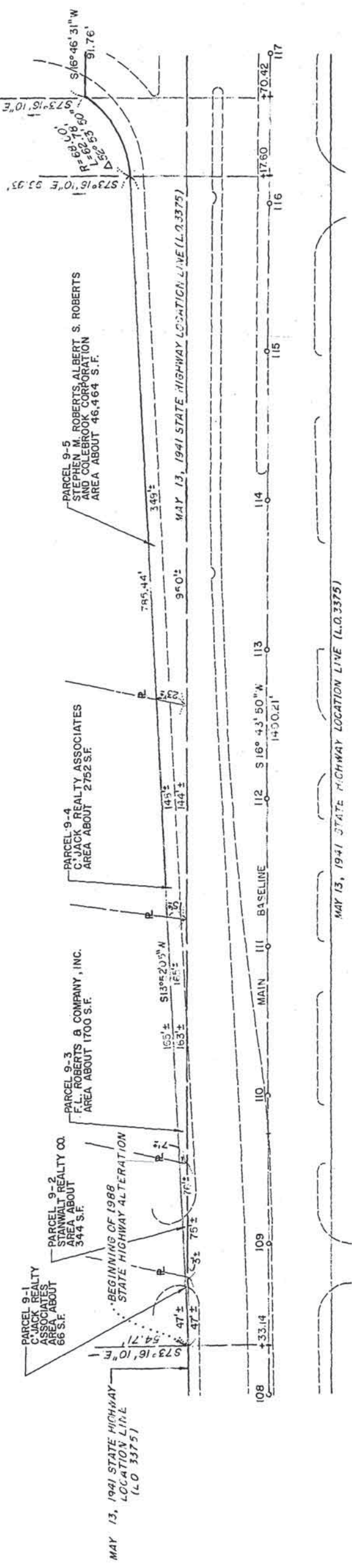
Image Info SH70027 Riverdale Street

Image Info SH70027 Route 5



RIVERDALE

ST.



PREPARED BY
VANASSE HANGEN BRUSTLIN, INC.
BOSTON, MA.

RESERVED FOR REGISTRY USE

A TRUE COPY - ATTEST

SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

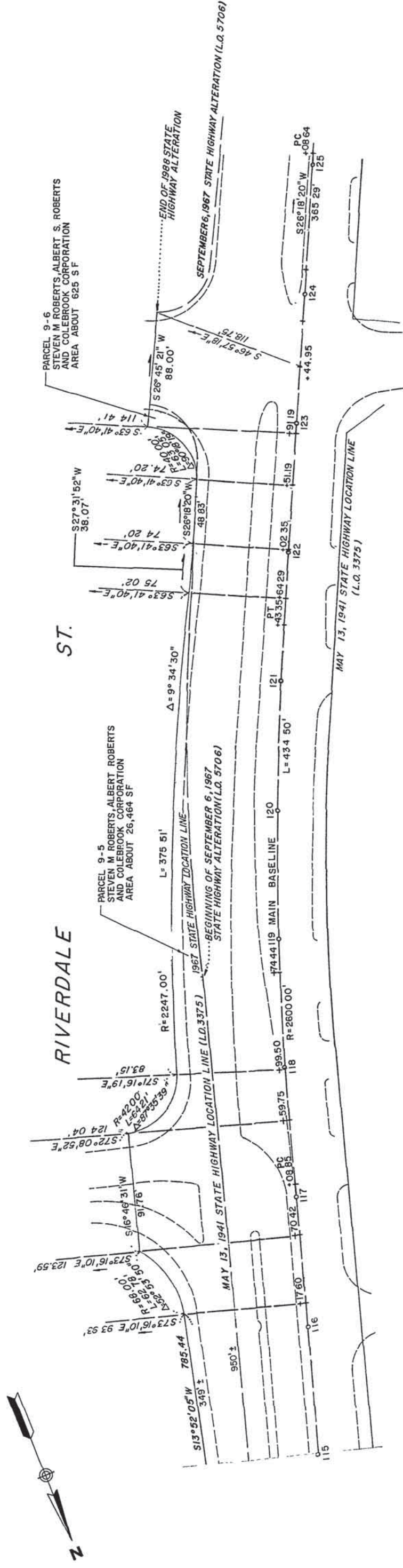
I CERTIFY THAT THIS PLAN
HAS BEEN PREPARED IN CONFORMITY
WITH THE RULES AND REGULATIONS
OF THE REGISTER OF DEEDS OF
THE COMMONWEALTH OF
MASSACHUSETTS

3-24-87 DATE
 SIGNATURE

THIS CERTIFIES THAT THE LOCATION OF
THE HIGHWAY HAS BEEN ALTERED AS SHOWN
ON THIS PLAN AND THAT SAID HIGHWAY AS
ALTERED WAS LAID OUT AND TAKEN CHARGE
OF AS A STATE HIGHWAY BY THE DEPARTMENT
OF PUBLIC WORKS ON APRIL 13, 1988
IN ACCORDANCE WITH CHAPTER
81 OF THE GENERAL LAWS AS AMENDED BY
SECTION 7C INSERTED BY CHAPTER 397 OF THE
ACTS OF 1993

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE TOWN OF
WEST SPRINGFIELD
HAMPOEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY
BY THE DEPARTMENT OF PUBLIC WORKS
APRIL 13, 1988
SCALE: 80 FEET TO THE INCH
 P.E.
CHIEF ENGINEER



THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

West Springfield Layout 6813 and
Order of Taking

WHEREAS, the Department of Public Works acting on behalf of The Commonwealth of Massachusetts, did, under date of May 13, 1941 (Layout 3375), alter, lay out and take charge of, as a State highway a road (now known as Riverdale Street) in the Town of West Springfield, County of Hampden and did under date of September 6, 1967 (Layout No. 5706) alter layout and take charge of a section of said State highway previously laid out in said Town of West Springfield, as shown on the plans of said State Highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County and in the offices of the Town Clerk of said Town; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State Highway:

NOW, THEREFORE, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, the acts in amendment thereof, and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State Highway and should lay out and take charge of said State Highway as altered, as hereinafter described.

The alteration consists of widening and re-establishing a portion of the easterly location line of said State Highway, and is more fully described as follows:

The main baseline of location for the State Highway hereby altered and laid out is the baseline of location of the aforesaid May 13, 1941 State Highway layout and September 6, 1967 State Highway alteration.

The stations hereinafter referred to are points on the above described baseline.

The easterly location line of the State Highway, as hereby altered and laid out, begins at a point on the easterly location line of the aforesaid May 13, 1941 State Highway layout bearing south $73^{\circ} 16' 10''$ east and being 54.71 feet distant from station 108+33.14 and extends thence leaving said location line south $13^{\circ} 52' 05''$ west 785.44 feet to a point of curvature bearing south $73^{\circ} 16' 10''$ east and being 93.93 feet distant from Station 116+17.60; thence southeasterly by a curve to the left of 68.00 feet radius 62.78 feet to a point bearing south $73^{\circ} 16' 10''$ east and being 123.59 feet distant from station 116+70.42; thence south $16^{\circ} 46' 31''$ west 91.76 feet to a point bearing south $72^{\circ} 08' 52''$ east and being 124.04 feet distant from station 117+59.75; thence southwesterly by a curve to the left of 42.00 feet radius 64.21 feet to a point bearing south $71^{\circ} 16' 19''$ east and being 83.15 feet distant from station 117+99.50; thence south by a curve to the right of 2247.00 feet radius 375.51 feet to a point bearing south $63^{\circ} 41' 40''$ east and being 75.02 feet distant from station 121+64.29; thence south $27^{\circ} 31' 52''$ west 38.07 feet to a point bearing south $63^{\circ} 41' 40''$ east and being 74.20 feet distant from station 122+02.35; thence south $26^{\circ} 18' 20''$ west 48.83 feet to a point of curvature bearing south $63^{\circ} 41' 40''$ east and being 74.20 feet distant from station 122+51.19; thence southeasterly by a curve to the left of 40.00 feet radius 63.05 to a point bearing south $63^{\circ} 41' 40''$ east and being 114.41 feet distant from station 122+91.19; thence south $26^{\circ} 45' 21''$

west 88.00 feet to the point of ending on the easterly location line of the aforesaid September 6, 1967 State Highway layout bearing south $46^{\circ} 57' 18''$ east and being 118.75 feet distant from station 123+44.95.

The location lines of the sections of State Highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, at points of curvature and at the points of beginning and ending thereof, where feasible.

For the purpose of laying out, constructing and maintaining said State Highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the Commonwealth, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the Town of West Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 9-1 through 9-6, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or on said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of West Springfield which are included in the foregoing description.

The State Highway hereby altered and laid out and the aforesaid Takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled:

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD

IN THE TOWN OF

WEST SPRINGFIELD

HAMPDEN COUNTY

Altered and laid out as a State Highway

by the DEPARTMENT OF PUBLIC WORKS

April 13, 1988

Scale: 40 feet to the inch,

an attested copy of which is to be recorded with this Order of Layout and Taking in the Registry of Deeds for Hampden County, at Springfield. For damages sustained by the following persons in their property by reason of the aforesaid Takings and in accordance with the provisions of General Laws, Chapter 79, section 6, as amended, awards are made. The Department reserves the right to amend the awards at any time prior to the payment thereof for good cause shown.

<u>Parcel No,</u>	<u>Supposed Owner</u>	<u>Area</u>
9-1	C'Jack Realty Associates	66 s.f.
9-2	Stanwalt Realty Company	344 s.f.
9-3	F.L. Roberts and Company	1,700 s.f.
9-4	C'Jack Realty Associates	2,752 s.f.
9-5	Steven M. Roberts, Albert S. Roberts and Colebrook Corporation	26,464 s.f.
9-6	Steven M. Roberts, Albert S. Roberts and Colebrook Corporation	625 s.f.

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: that said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and is hereby instructed to file in the office of the County Commissioners of the County and in the Office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and take charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirteenth day of April, 1988

_____Members
of the
Public
Works
Commission

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: that said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and is hereby instructed to file in the office of the County Commissioners of the County and in the Office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and take charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirteenth day of April, 1988

Jane Farney Members
Ellen M. DiGeronimo of the
Esther H. Francis Public
Lenora S. Smith Works
Commission

1955

West Springfield



STATE HIGHWAY LAYOUT #28
I-90, Mass. Pike, Westfield line to station 470.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 48 PAGES 17-35.

INDEXING

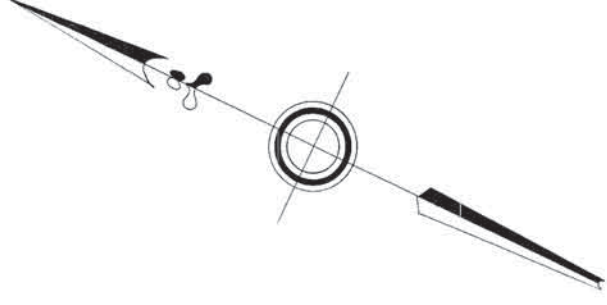
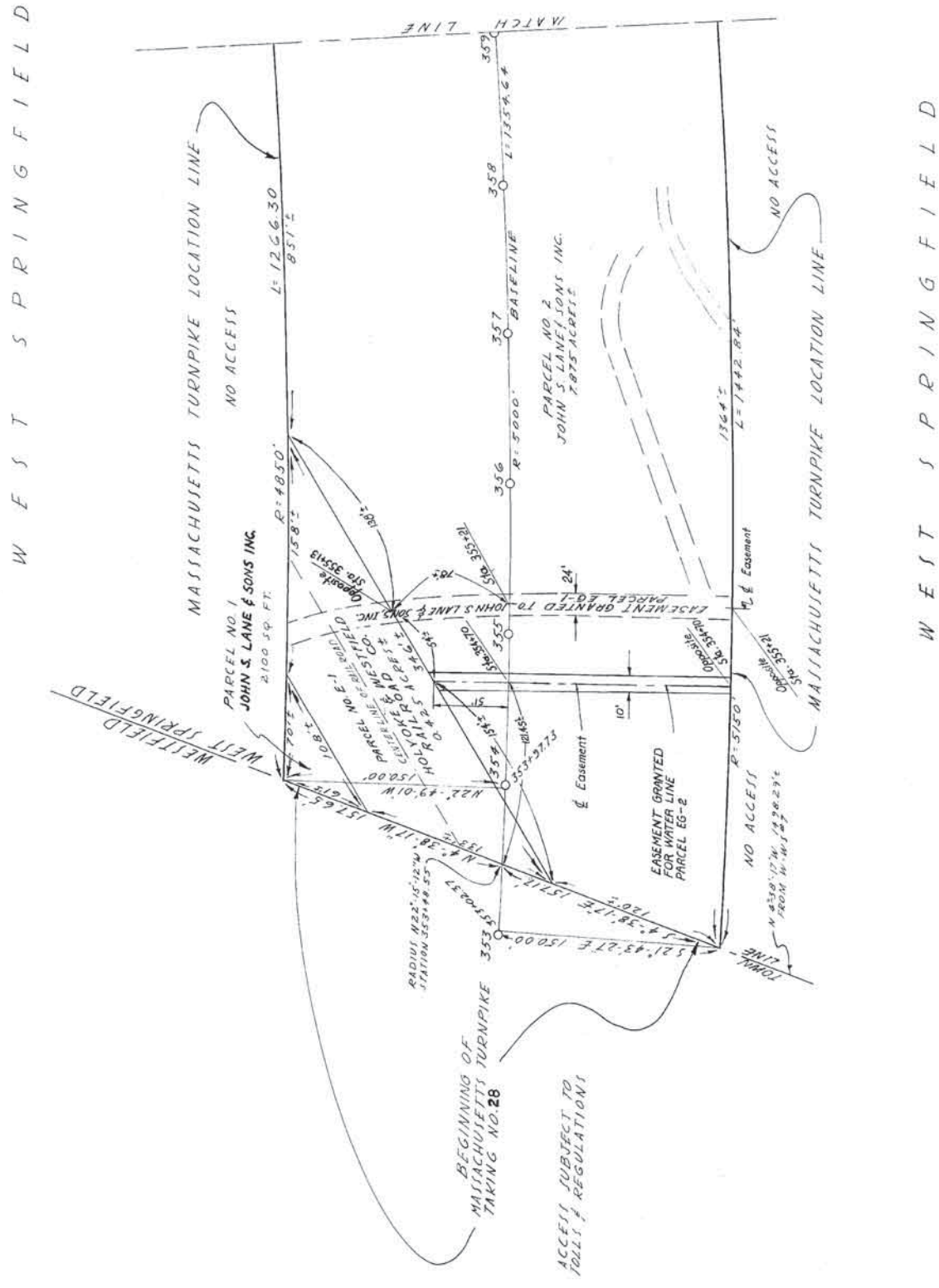
STATE HIGHWAY LAYOUT #28

Image Info SH70028 West Springfield

Image Info SH70028 Westfield

Image Info SH70028 I-90

Image Info SH70028 Mass. Pike



Plan for the location of an
Express Toll Highway
known as
MASSACHUSETTS TURNPIKE
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as
MASSACHUSETTS TURNPIKE
or as an alteration and/or relocation in connection therewith by the
MASSACHUSETTS TURNPIKE AUTHORITY
on March 31, 1955
in accordance with the provisions of Chapter 35A of the Acts of 1952

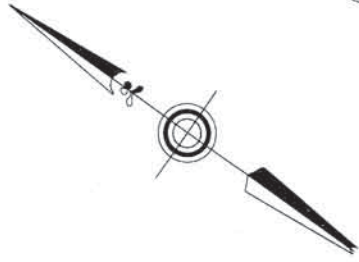
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
scale: 1" = 50'

CHAIRMAN Elizabeth J. Beart
VICE CHAIRMAN John A. Kester
MEMBER - MASSACHUSETTS TURNPIKE AUTHORITY
APPROVED J. Henry Leon
HOWARD NEEDLES, TAMMEN & BERENDORF

ORDER OF TAKING NUMBER 28

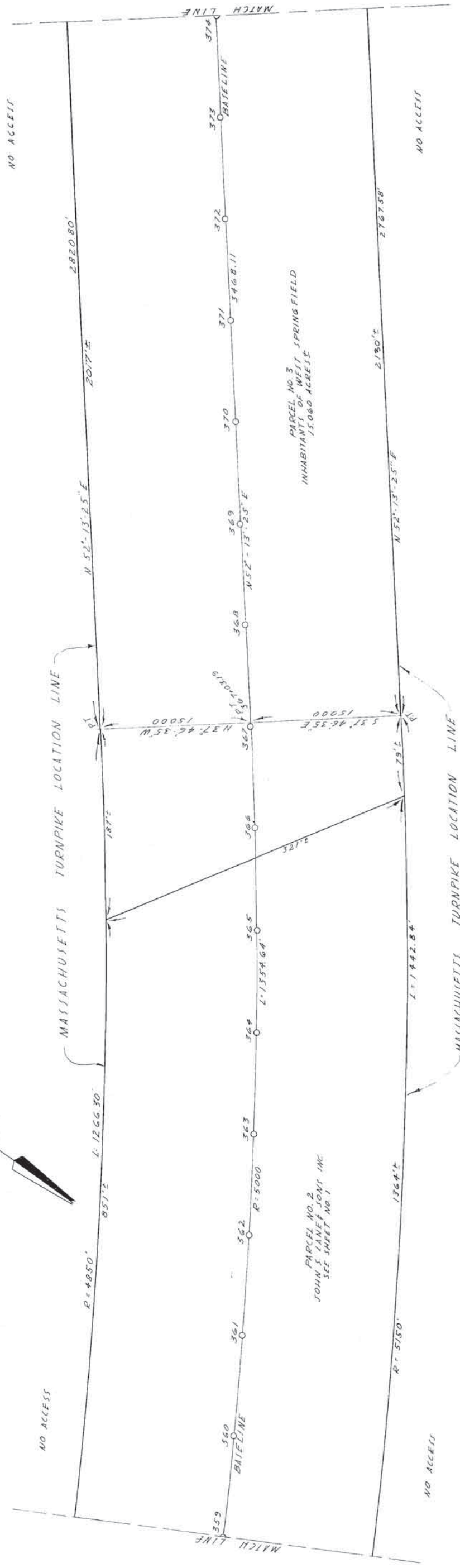
A TRUE COPY, ATTEST C. J. Schrock
SECRETARY-TREASURER

WEST SPRINGFIELD



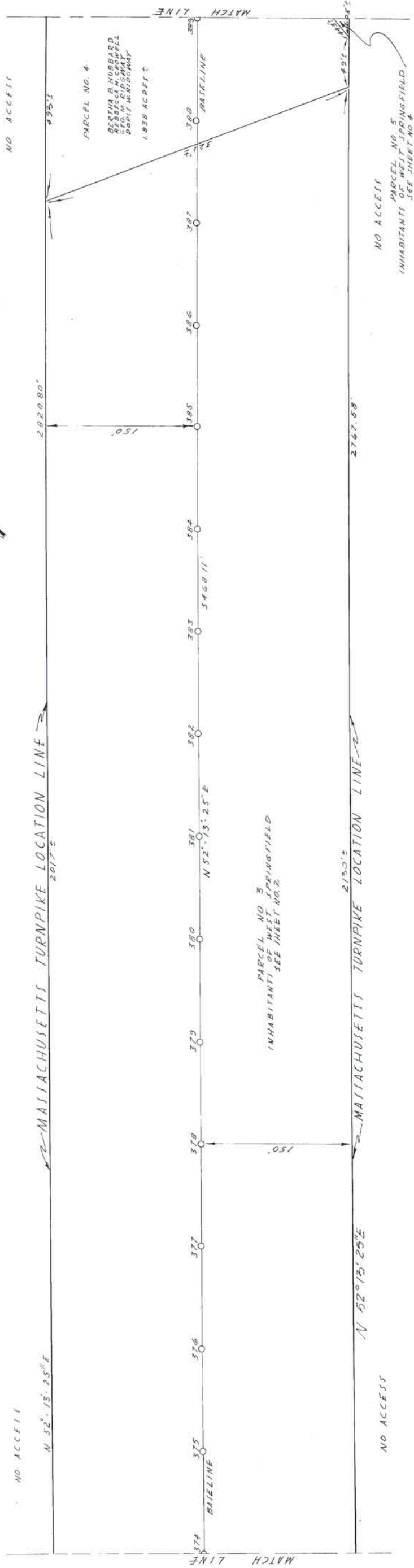
WEST SPRINGFIELD

WEST SPRINGFIELD

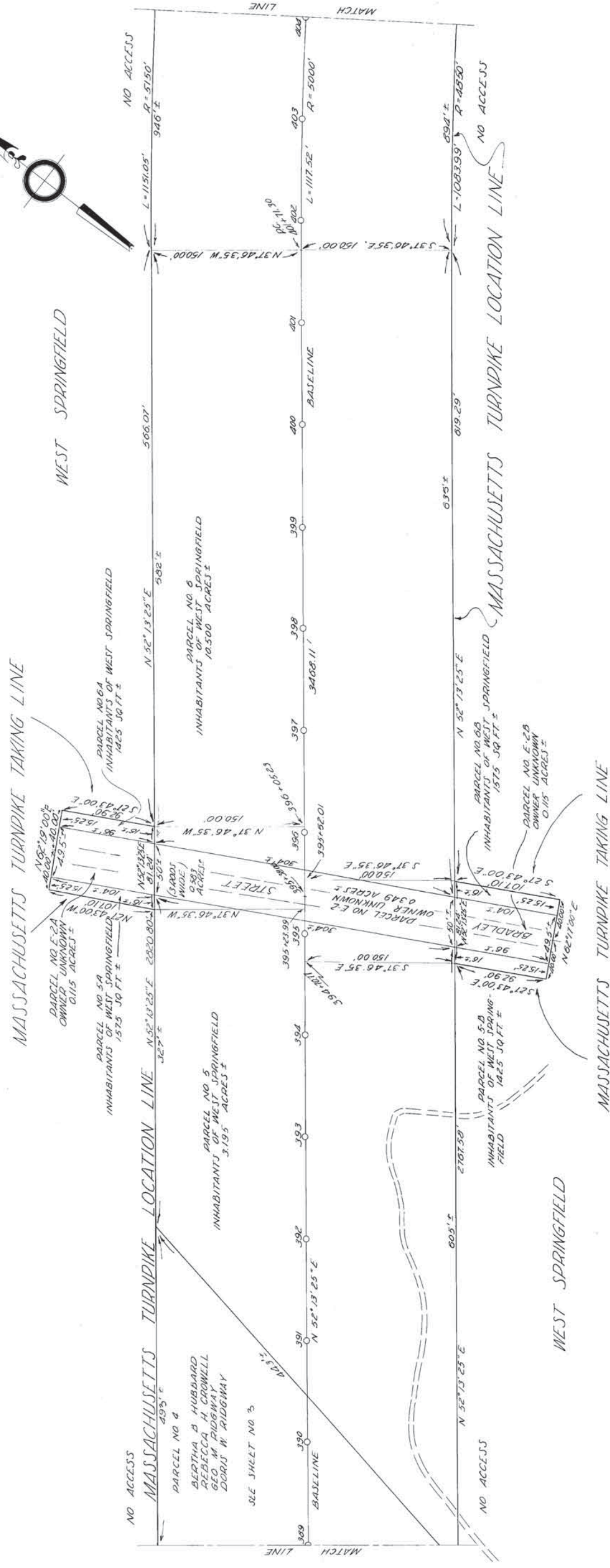


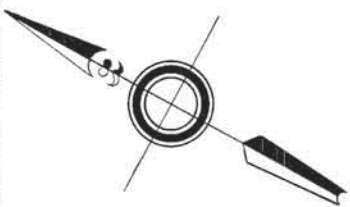


WEST SPRINGFIELD



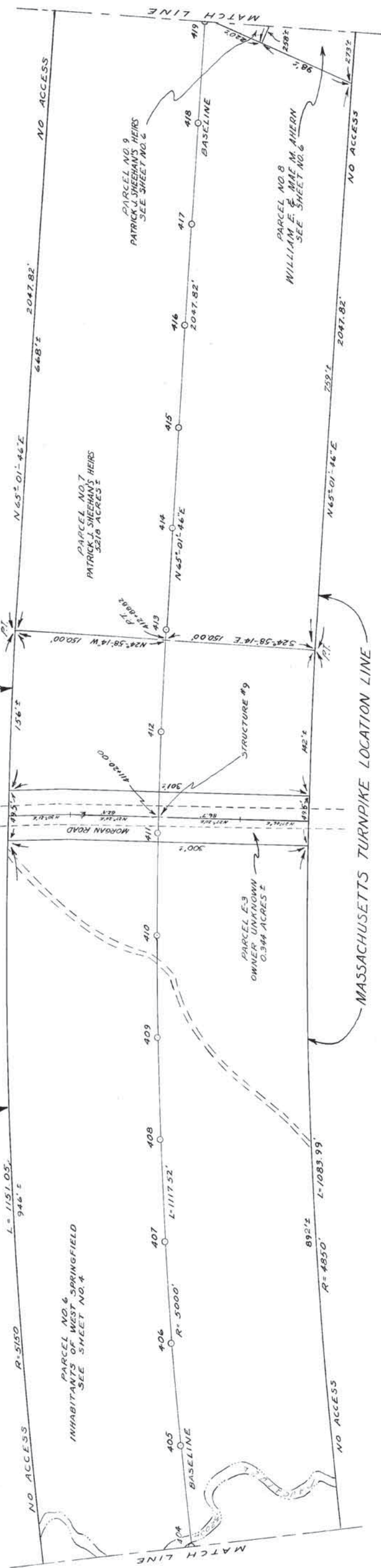
WEST SPRINGFIELD





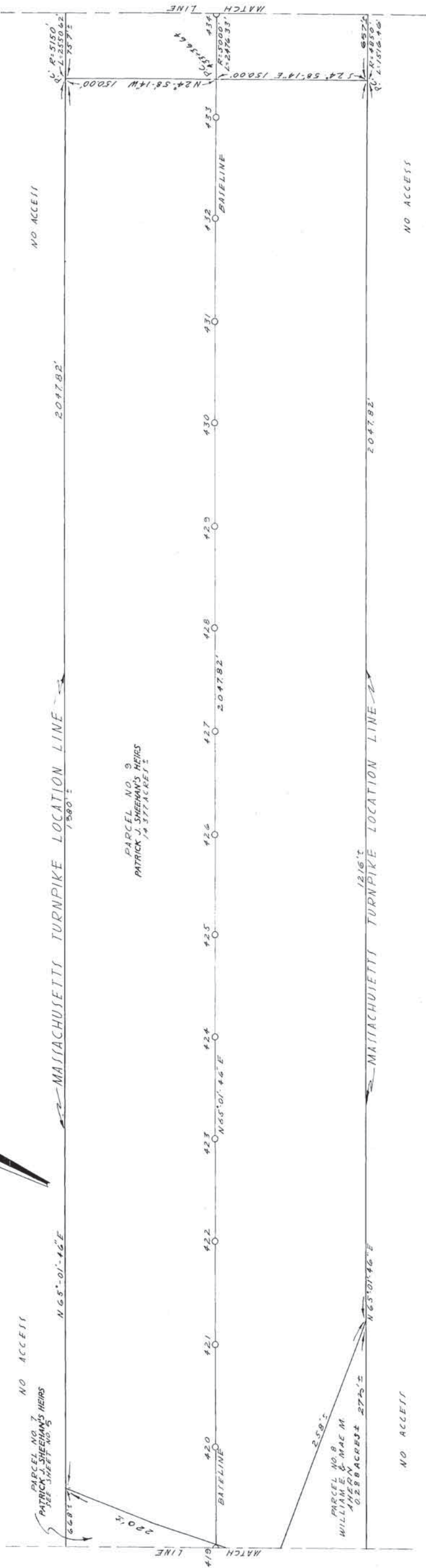
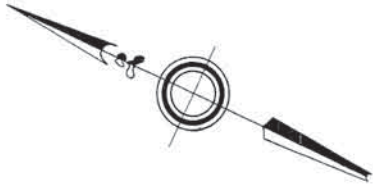
WEST SPRINGFIELD

MASSACHUSETTS TURNPIKE LOCATION LINE

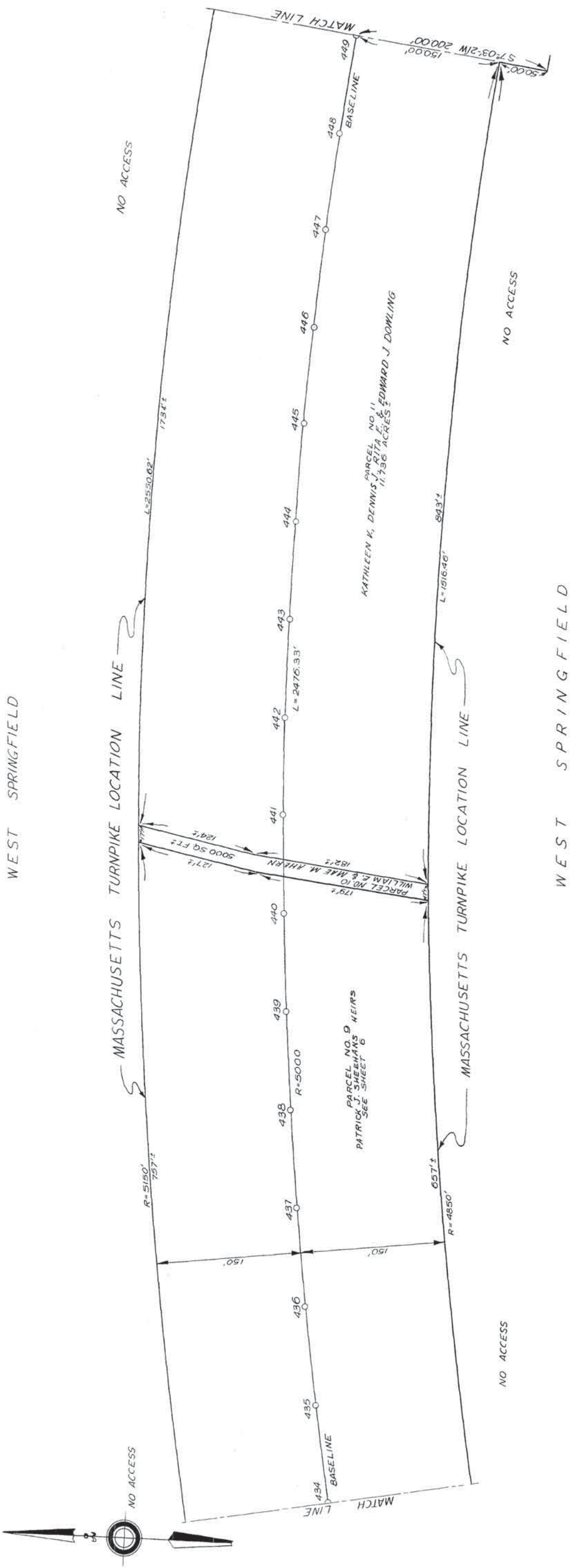


WEST SPRINGFIELD

WEST SPRINGFIELD



WEST SPRINGFIELD



WEST SPRINGFIELD

MASSACHUSETTS TURNPIKE LOCATION LINE

NO ACCESS

NO ACCESS

$R=5150$ $L=2550.52$

$136^{\circ}35'58"E$ $940.18'$ $764' \pm$

PARCEL NO 11
KATHLEEN V. DENNIS, J. RITA E. & EDWARD J. DOWLING
SEE SHEET 7

MATCH LINE

$150.00'$ $S 7^{\circ}05'21"W$ $200.00'$

150
BAYLINE

$R=5000$ $L=2476.33'$

$50.00'$ $S 2^{\circ}28'20"W$ $200.00'$

453

452

451

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449

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PARCEL NO 12
ARNOLD L. & VIOLET R. MSHANUG
8.845 ACRES \pm

PARCEL NO E-4
DUNN, GUYMON
0.405 ACRES \pm

GRINIE AVENUE
0.405 ACRES \pm

5.3.24.22'W 150.00'

102' \pm

$R=4850$ $L=497.58$

$586^{\circ}55'58"E$ $940.13'$

PT.

5.3.24.22'W 150.00'

102' \pm

PT.

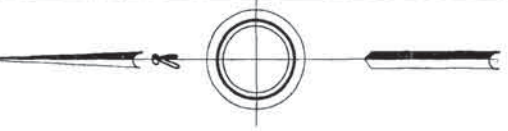
586^{\circ}55'58"E 940.13'

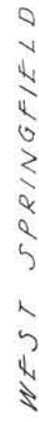
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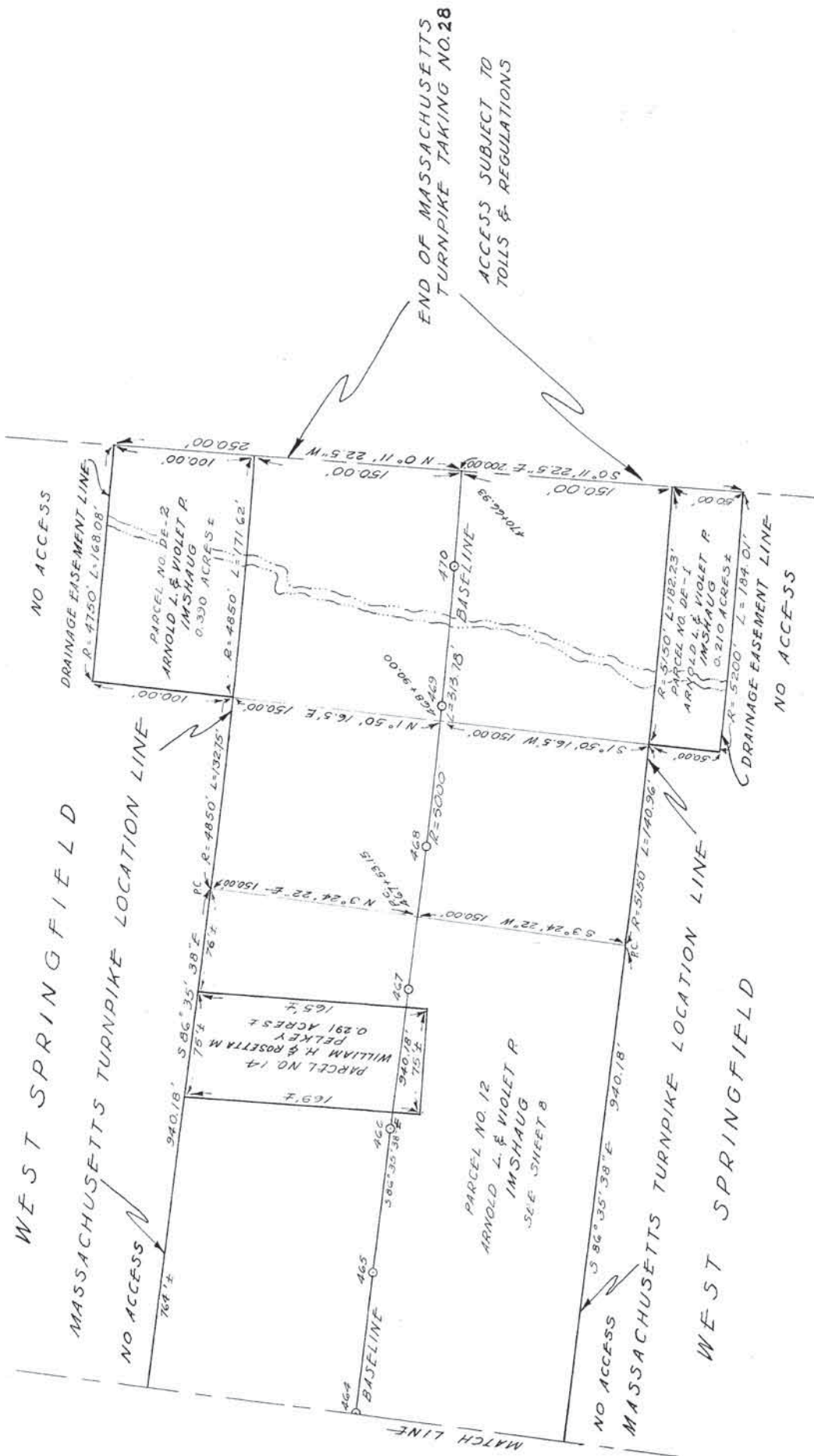
MASSACHUSETTS TURNPIKE LOCATION LINE

NO ACCESS

MATCH LINE







COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 23

Notary Public SS.

City/Town West Springfield

April 8, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 31, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of West Springfield, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 28
Town of West Springfield
County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of West Springfield, County of Hampden, for the purpose of constructing a grade separation at the intersection of the aforesaid express toll highway with a public highway in said Town of West Springfield; for the purpose of altering two sections of an existing highway in said Town of Brimfield and for the purpose of constructing drainage structures and related work at two locations in said Town of Brimfield, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication and not including track, signals and other railroad property, however affixed to the realty) located thereon, situated in the Town of West Springfield, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-1, E-2, E-2A, E-2B, E-3, E-4, E-4A, E-4B, DE-1 and DE-2, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights hereintaken all easements, licenses, and

permits for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises, hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are the following:

1. All rights of the Holyoke and Westfield Railroad Company to use, by means of an underpass and appurtenant structures, that portion of its right of way in the Town of West Springfield which is within the express toll highway location lines, hereinafter described; also all rights that John S. Lane and Sons, Inc. may have to cross said property of the Holyoke and Westfield Railroad Company within the express toll highway location lines, hereinafter described, by means of an underpass and appurtenant structures.

2. All lawful rights of the public to use those portions of Bradley Street in the Town of West Springfield which are within the Bradley Street taking, hereinafter described.

3. All lawful rights of the public to use, by means of an underpass and appurtenant structures, that portion of Morgan Road in the Town of West Springfield which is within the express toll highway location lines, hereinafter described.

4. All lawful rights of the public to use, by means of an overpass and appurtenant structures that portion of Birnie Avenue in the Town of West Springfield which is within the express toll highway location lines, hereinafter described; also all lawful rights of the public to use those portions of Birnie Avenue in the Town of West Springfield which are within the Birnie Avenue taking, hereinafter

described.

The express toll highway taking is for a portion of the Massachusetts Turnpike 11,718.38 feet in length and begins at the dividing line between the City of Westfield and the Town of West Springfield and extends in an easterly direction in the Town of West Springfield to a line on the property of Arnold L. and Violet C. Imshaug in said town approximately 1402 feet easterly of Birnie Avenue in said town.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point on the property of the Holyoke and Westfield Railroad Company, said point being 46.18 feet westerly of the dividing line between the City of Westfield and the Town of West Springfield, said point being shown on a plan hereinafter referred to as station 353 + 02.37; thence extends in an easterly direction on a curve to the left of 5000.00 feet radius 1400.82 feet to a point of tangent shown as station 367 + 03.19 on said plan; thence extends north $52^{\circ}-13'-25''$ east, 3468.11 feet to a point of curve shown as station 401 + 71.30 on said plan; thence extends in an easterly direction on a curve to the right of 5000.00 feet radius 1117.52 feet to a point of tangent shown as station 412 + 88.82 on said plan; thence extends north $65^{\circ}-01'-46''$ east, 2047.82 feet to a point of curve shown as station 433 + 36.64 on said plan; thence extends in an easterly direction on a curve to the right of 5000.00 feet radius 2476.33 feet to a point of tangent shown as station 458 + 12.97 on said plan; thence extends south $86^{\circ}-35'-38''$ east, 940.18 feet to a point of curve shown as station 467 + 53.15 on said plan; thence extends in an easterly direction on a curve to the left of 5000.00 feet radius 313.78 feet shown as station 470 + 66.93 on said plan, said point being in the property of Arnold L. and Violet P. Imshaug, in the Town of West Springfield and at the end of the main baseline.

The northerly location line of the express toll highway taking begins at a point on the dividing line between the City of Westfield and the Town of West Springfield, said point bearing north $22^{\circ}-49'-01''$ west, 150.00 feet distant from station 353 + 97.73 of the main baseline, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point at the end of the northerly location line bearing north $0^{\circ}-11'-22.5''$ west, 150.00 feet distant from station 470 + 66.93 of said main baseline.

The southerly location line of the express toll highway taking begins at a point on the dividing line between the City of Westfield and the Town of West Springfield, said point bearing south $21^{\circ}-43'-27''$ east, 150.00 feet distant from station 353 + 02.37 of the main baseline, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point bearing

south $7^{\circ}-03'-21''$ west, 150.00 feet distant from station 449 + 00.00 of said main baseline; thence extends south $7^{\circ}-03'-21''$ west, 50.00 feet to a point bearing south $7^{\circ}-03'-21''$ west, 200.00 feet distant from station 449 + 00.00 of said main baseline; thence extends in an easterly direction 200.00 feet distant from and parallel to said main baseline to a point bearing south $2^{\circ}-28'-20''$ west, 200.00 feet distant from station 453 + 00.00 of said main baseline; thence extends north $2^{\circ}-28'-20''$ east, 50.00 feet to a point bearing south $2^{\circ}-28'-20''$ west 150.00 feet distant from station 453 + 00.00 of said main baseline; thence extends in an easterly direction 150.00 feet distant from and parallel to said main baseline to a point at the end of the southerly location line, said point bearing south $0^{\circ}-11'-22.5''$ east 150.00 feet distant from station 470 + 66.93 of said main baseline.

The westerly end of the express toll highway taking is defined by a line beginning at a point on the dividing line between the City of Westfield and the Town of West Springfield, said point bearing south $21^{\circ}-43'-27''$ east, 150.00 feet distant from station 353 + 02.37 of the main baseline, hereinbefore described; thence extends north $4^{\circ}-38'-17''$ west, 314.82 feet to a point bearing north $22^{\circ}-49'-01''$ west, 150.00 feet distant from station 353 + 97.73 of said main baseline.

The easterly end of the express toll highway taking is defined by a line on the property of Arnold L. and Violet P. Imshaug beginning at a point at the end of the northerly location line bearing north $0^{\circ}-11'-22.5''$ west, 150.00 feet distant from station 470 + 66.93 of the main baseline, hereinbefore described; thence extends south $0^{\circ}-11'-22.5''$ east, 300.00 feet to a point at the end of the southerly location line bearing south $0^{\circ}-11'-22.5''$ east, 150.00 feet distant from station 470 + 66.93 of said main baseline.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature and at the westerly and easterly ends of the taking hereinbefore described.

Access to and egress from the express toll highway is restricted being permitted across the location and taking lines, hereinbefore described, only at the places, for the purposes and under the conditions hereinafter specified:

1. Access to and egress from said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking as hereinbefore described.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to alter two sections of a public highway in the Town of West Springfield said alteration being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the

Acts of 1952.

The taking for this purpose (hereinafter referred to sometimes as the Bradley Street taking) is for providing turnarounds, so-called, at the termination of Bradley Street, adjoining the northerly and southerly location lines of the express toll highway, hereinbefore described.

The taking for the alteration of Bradley Street adjoining the northerly location line of the express toll highway is more fully described as follows:

The taking line for said alteration begins at a point on the northerly location line of the express toll highway, hereinbefore described said point bearing north $37^{\circ}-46'-35''$ west, 150.00 feet distant from station 395 + 23.99 of the main baseline, hereinbefore described; thence extends north $27^{\circ}-43'-00''$ west, 107.10 feet to a point; thence extends north $62^{\circ}-19'-00''$ east, 80.00 feet to a point; thence extends south $27^{\circ}-43'-00''$ east, 92.90 feet to a point on said northerly location line bearing north $37^{\circ}-46'-35''$ west, 150.00 feet distant from station 396 + 05.23 of said main baseline; thence extends in a southwesterly direction along said northerly location line to the point of beginning.

The taking for the alteration of Bradley Street adjoining the southerly location line of the express toll highway is more fully described as follows:

The taking line for said alteration begins at a point on the southerly location line of the express toll highway, hereinbefore described, said point bearing south $37^{\circ}-46'-35''$ east, 150.00 feet distant from station 395 + 52.01 of the main baseline, hereinbefore described; thence extends south $27^{\circ}-43'-00''$ east, 107.10 feet to a point; thence extends south $62^{\circ}-17'-00''$ west, 80.00 feet to a point; thence extends north $27^{\circ}-43'-00''$ west, 92.90 feet to a point on said southerly location line bearing south $37^{\circ}-46'-35''$ east, 150.00 feet distant from station 394 + 70.77 of said main baseline; thence extends in an easterly direction along said southerly location line to the point of beginning.

The lines defining the aforesaid Bradley Street taking are further defined by bounds set at angle points and points of curvature.

Also in connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to change and adjust the lines and grades of two sections of highway in the Town of West Springfield, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose (hereinafter referred to as the Birnie Avenue taking) is for widening and changing the grade and alignment of Birnie Avenue in the Town of West Springfield so as to accommodate the same to the design of a grade separation at the intersection of said avenue with the express toll highway, hereinbefore described, and consists of two sections, one being north of and abutting the northerly location

line of the express toll highway, hereinbefore described and the other being south of and abutting the southerly location line of the aforesaid express toll highway.

The taking for the alteration of Birnie Avenue on the northerly side of the express toll highway is more fully described as follows:

The taking line for said alteration begins at a point on the northerly location line, hereinbefore described bearing north $2^{\circ}-39'-05''$ east, 150.00 feet distant from station 457 + 47.11 of the main baseline, hereinbefore described; thence extends north $28^{\circ}-59'-03''$ east, 162.85 feet to a point on the westerly street line of Birnie Avenue; thence extends north $17^{\circ}-57'-10''$ east along said westerly street line of Birnie Avenue 90.00 feet to a point; thence extends south $72^{\circ}-02'-50''$ east, 60.00 feet to a point on the easterly street line of Birnie Avenue; thence extends south $17^{\circ}-57'-10''$ west along said easterly street line of Birnie Avenue 222.50 feet to a point; thence extends south $28^{\circ}-56'-54''$ east, 10.96 feet to a point on said northerly location line bearing north $3^{\circ}-24'-22''$ east, 150.00 feet distant from station 458 + 36.71 of said main baseline; thence extends in a westerly direction along said northerly location line to the point of beginning.

The taking for the alteration of Birnie Avenue on the southerly side of the express toll highway is more fully described as follows:

The taking line for said alteration begins at a point on the southerly location line of the express toll highway, hereinbefore described bearing south $1^{\circ}-03'-07''$ west, 150.00 feet distant from station 456 + 07.53 of the main baseline, hereinbefore described; thence extends south $3^{\circ}-08'-30''$ east, 124.17 feet to a point; thence extends south $16^{\circ}-43'-30''$ east, 278.00 feet to a point on the westerly street line of Birnie Avenue; thence extends north $79^{\circ}-02'-35''$ east 60.00 feet to a point on the easterly street line of Birnie Avenue; thence extends north $1^{\circ}-17'-30''$ west, 226.00 feet to a point; thence extends north $15^{\circ}-08'-30''$ east, 155.39 feet to a point on said southerly location line bearing south $3^{\circ}-11'-49''$ west, 150.00 feet distant from station 457 + 94.72 of said main baseline; thence extends in a westerly direction along said southerly location line to the point of beginning.

The lines defining the aforesaid Birnie Avenue taking are further defined by bounds set at angle points and points of curvature.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to construct drainage structures and to perform related work at two location in the Town of West Springfield for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two parcels of land in said town, designated on the plan, hereinafter referred to as Parcel DE-1 and Parcel DE-2.

Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches, together with the right to clean and straighten any water-courses located thereon.

Said easements are more fully described as follows:

Parcel DE-1 A parcel of land supposed to belong to Arnold L. and Violet P. Imshaug Begins at a point on the southerly location line hereinbefore described bearing south $1^{\circ}-50'-16.5''$ east 150.00 feet distant from station 468 + 90.00 of the main baseline hereinbefore described; thence extends south $1^{\circ}-50'-16.5''$ east 50.00 feet to a point bearing south $1^{\circ}-50'-16.5''$ east 200.00 feet distant from station 468 + 90.00 of said main baseline; thence extends in an easterly direction on a curve to the left of 5200.00 feet radius 184.01 feet to a point bearing south $0^{\circ}-11'-22.5''$ east 200.00 feet distant from station 470 + 66.93 of said main baseline; thence extends north $0^{\circ}-11'-22.5''$ west 50.00 feet to a point on the said southerly location line bearing south $0^{\circ}-11'-22.5''$ east 150.00 feet distant from station 470 + 66.93 of said main baseline; thence extends in a westerly direction along said southerly location line to the point of beginning.

Parcel DE-2 A parcel of land supposed to be owned by Arnold L. and Violet C. Imshaug begins at a point on the northerly location line hereinbefore described bearing north $1^{\circ}-50'-16.5''$ east 150.00 feet distant from station 468 + 90.00 of the main baseline hereinbefore described; then extends north $1^{\circ}-50'-16.5''$ east 100.00 feet to a point bearing north $1^{\circ}-50'-16.5''$ east 250.00 feet from station 468 + 90.00 of said main baseline; thence extends in an easterly direction on a curve to the left of 4750.00 feet radius 168.08 feet to a point bearing north $0^{\circ}-11'-22.5''$ west 250.00 feet distant from station 470 + 66.93 of said main baseline; thence extends south $0^{\circ}-11'-22.5''$ east 100.00 feet to a point bearing north $0^{\circ}-11'-22.5''$ west 150.00 feet from station 470 + 66.93 of said main baseline; thence extends along the said northerly location line in a westerly direction to the point of beginning.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as parcel E-1, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway, by means of an overhead highway bridge and appurtenant structures, over the location and tracks of the Holyoke and Westfield Railroad Company. Said land shall remain subject to any use by the owners thereof, which will not interfere with the construction, maintenance, repair and operation of the said express toll highway. Said land shall also remain subject to any rights John S. Lane and Sons, Inc. may have to cross said land and tracks of the Holyoke and Westfield Railroad Company at about opposite station 355' + 25 of the main baseline,

hereinbefore described.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described and designated on the plan of said taking as parcel E-2, said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the Bradley Street taking, hereinbefore described, and designated on the plan of said taking as Parcel E-2A and Parcel E-2B, said easements consisting of the right to alter and/or reconstruct the included portions of Bradley Street by providing turnarounds, so-called, deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway and the alteration and/or reconstruction of said portions of Bradley Street.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described and designated on the plan of said taking as parcel E-3, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of an underpass and appurtenant structures underneath said land, which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in a parcel of land included within the limits of the express toll highway taking, hereinbefore described and designated on the plan of said taking as Parcel E-4, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of an overpass and appurtenant structures, over said land, which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the Birnie Avenue taking, hereinbefore described, and designated on the plan of said taking as Parcel E-4A and Parcel E-4B, said easements consisting of the right to alter and/or reconstruct and to change the grade and alignment of Birnie Avenue to accommodate the same to the design of a grade separation at the intersection of said avenue with the express toll highway hereinbefore described. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway or the aforesaid alteration and/or reconstruction of Birnie Avenue.

A permanent easement is hereby granted to John S. Lane and Sons, Inc., its successors and assigns, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel EG-1. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain, repair,

and use a private way, hereinafter described, to pass and repass, by means of an underpass and appurtenant structures, underneath the aforesaid express toll highway taking and to install and maintain within the said private way and underneath the aforesaid express toll highway taking, facilities for the transmission of electricity and for telephone communication.

The aforesaid private way easement is more fully described as follows:

Said private way easement consists of a strip of land within the express toll highway location lines, hereinbefore described, 24.00 feet in width, extending 12.00 feet on each side of and parallel to a center line of easement, hereinafter described. Said center line begins at a point on the southerly location line of the express toll highway, hereinbefore described, opposite station 335 + 21.00 of the main baseline, hereinbefore described; thence extends northerly and radially a distance of 150.00 feet to station 355 + 21.00 of said main baseline; thence extends by a curve to the left, of a radius of 600.00 feet 78.00 feet to a point on the southerly property line of the Holyoke and Westfield Railroad Company opposite station 355 + 13.00 of said main baseline. The aforesaid easement is bounded on the north by the said southerly property line of the Holyoke and Westfield Railroad Company; and on the south by the said southerly location line of the express toll highway.

A permanent easement is hereby granted to John S. Lane and Sons, Inc., its successors and assigns, in a parcel of land included within the limits of the express toll highway, hereinbefore described, and designated on the plan of said taking as Parcel EG-2. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to lay, maintain, repair, replace, and use

one or more pipes for the transportation of water, underneath said express toll highway taking.

The aforesaid easement is more fully described as follows:

Said easement consists of a strip of land within the express toll highway location lines, hereinbefore described, 10.00 feet in width, extending 5.00 feet on each side of and parallel to a center line of easement, hereinafter described. Said center line begins at a point on the southerly location line of the express toll highway, hereinbefore described, opposite station 354 + 70.00 of the main baseline, hereinbefore described; thence extends northerly and radially 201.00 feet to a point on the southerly property line of the Holyoke and Westfield Railroad Company, said point being 51.00 feet northerly of station 354 + 70.00 of said main baseline. The aforesaid easement is bounded on the north by the said southerly property line of the Holyoke and Westfield Railroad Company; and on the south by the said southerly location line of the express toll highway.

The aforesaid express toll highway taking, Bradley Street taking, and Birnie Avenue taking are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled; "Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the Town of WEST SPRINGFIELD HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale 1" = 50' date March 31, 1955 " an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County in the City of Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	John S. Lane & Sons, Inc.	2100 Sq. Ft.	\$1.00
2	John S. Lane & Sons, Inc.	7.875 Ac.	1.00
3	Inhabitants of West Springfield	15.060 Ac.	1.00
4	Bertha B. Hubbard, Rebecca H. Crowell, Geo. M. & Doris W. Ridgway	1.838 Ac.	1.00
5	Inhabitants of West Springfield	3.195 Ac.	1.00
5A	Inhabitants of West Springfield	1575 Sq. Ft.	1.00
5B	Inhabitants of West Springfield	1425 Sq. Ft.	1.00
6	Inhabitants of West Springfield	10.500 Ac.	1.00
6A	Inhabitants of West Springfield	1425 Sq. Ft.	1.00
6B	Inhabitants of West Springfield	1575 Sq. Ft.	1.00
7	Patrick J. Sheehan's Heirs	5.218 Ac.	1.00
8	William E. & Mae M. Ahern	0.288 Ac.	1.00
9	Patrick J. Sheehan's Heirs	14.377 Ac.	1.00
10	William E. & Mae M. Ahern	5000 Sq. Ft.	1.00
11	Kathleen V., Dennis J., Rita E. & Edward J. Dowling	11,736 Ac.	1.00
11A	Kathleen V., Dennis J., Rita E., & Edward J. Dowling	2425 Sq. Ft.	1.00
11B	Kathleen V., Dennis J., Rita E., & Edward J. Dowling	6725 Sq. Ft.	1.00
12	Arnold L. & Violet P. Imshaug	8.849 Ac.	1.00
13	Arnold L. & Violet P. Imshaug	0.254 Ac.	1.00
14	William H. & Rosetta M. Pelkey	0.291 Ac.	1.00
15	Stephen R. & Phyllis Kielkoski	1500 Sq. Ft.	1.00
E-1	Holyoke & Westfield Railroad Company	0.425 Ac.	1.00
E-2	Owner Unknown (Bradley Street)	0.349 Ac.	1.00
E-2A	Owner Unknown (Bradley Street)	0.115 Ac.	1.00
E-2B	Owner Unknown (Bradley Street)	0.115 Ac.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
E-3	Owner Unknown (Morgan Road)	0.344 Ac.	\$1.00
E-4	Owner Unknown (Birnie Avenue)	0.463 Ac.	1.00
E-4A	Owner Unknown (Birnie Avenue)	0.328 Ac.	1.00
E-4B	Owner Unknown (Birnie Avenue)	0.530 Ac.	1.00
DE-1	Arnold L. & Violet P. Imshaug	0.210 Ac.	1.00
DE-2	Arnold L. & Violet P. Imshaug	0.390 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 7th day of May, 1955 (unless otherwise agreed upon).

It is therefore

Voted. That said express toll highway be located as described herein and as described and shown on said plan; that said Bradley Street be altered and/or reconstructed as described herein and as described and shown on said plan; that said Birnie Avenue be altered and/or reconstructed and its grade and alignment changed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of West Springfield certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection

therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 31st day of March, 1955.

_____	Chairman
<i>Bryan N. Hunt</i>	
_____	Vice Chairman
<i>John R. Kewer</i>	
_____	Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1956

West Springfield



STATE HIGHWAY LAYOUT #28-1
I-90, Mass. Pike, alteration near Westfield line.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 57 PAGE 41.

INDEXING

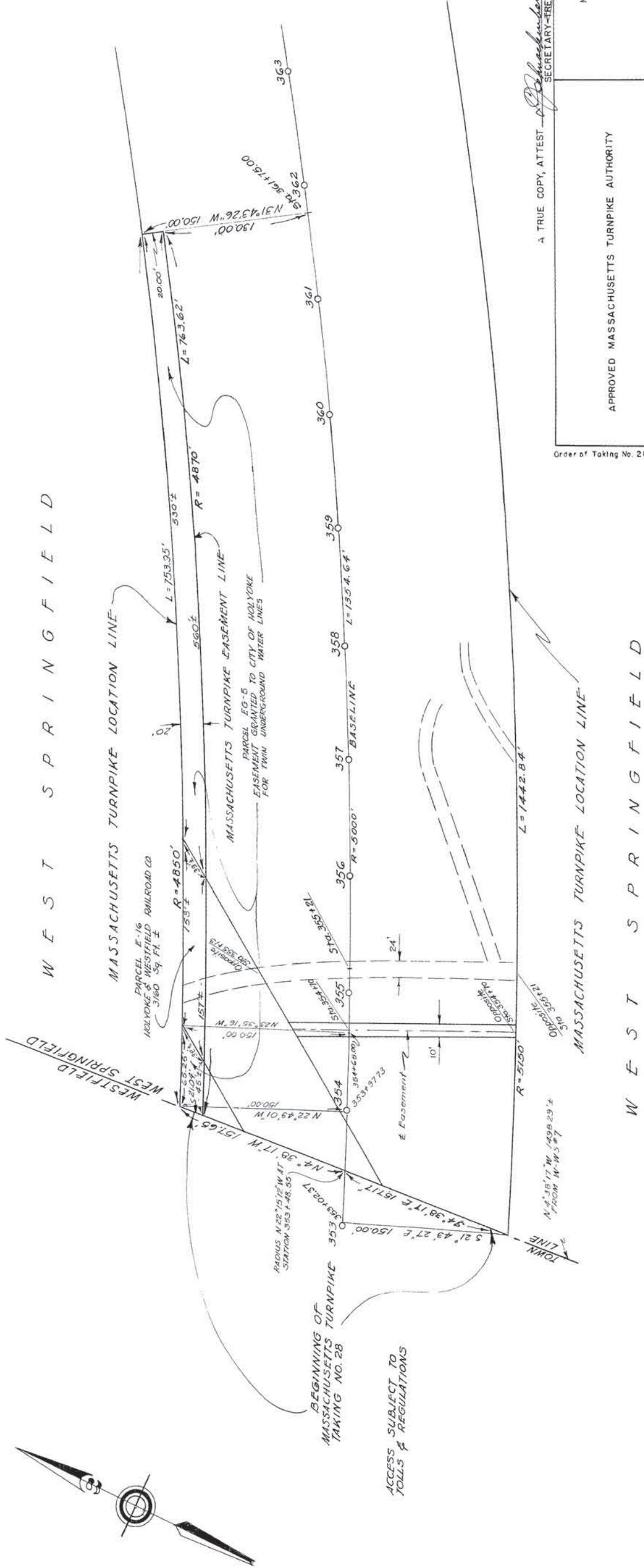
Plan Name STATE HIGHWAY LAYOUT #28-1

Image Info SH70029 West Springfield

Image Info SH70029 Westfield

Image Info SH70029 I-90

Image Info SH70029 Mass. Pike



A TRUE COPY, ATTEST *[Signature]*
SECRETARY-TREASURER

Amendment No. 1, Alteration No. 1 to
MASSACHUSETTS TURNPIKE AUTHORITY
Order of Taking No. 28
Dated: March 31, 1955
In the Town of

WEST SPRINGFIELD
HAMPDEN COUNTY

MASSACHUSETTS TURNPIKE AUTHORITY
Date: July 12, 1956
Scale: as per to the inch

[Signature]
Chief Engineer

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY

[Signature]
[Signature]

MASSACHUSETTS TURNPIKE AUTHORITY

Approved: July 12, 1956

[Signature]
Howard, Noelke, Terman & Bergendoff

Order of Taking No. 28 Amendment No. 1
Alteration No. 1

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 23 Amend. 1
Alter. 1

Hamden SS.

~~City~~/Town West Springfield

August 3, 1956 11:00 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 12, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ or town of West Springfield, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 28
Amendment No. 1
Alteration No. 1
Town of West Springfield
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, by Order of Taking No. 28 dated March 31, 1955 and recorded in the Registry of Deeds for Hampden County in Book 2379 at page 484, take certain parcels of land and rights in the Town of West Springfield, County of Hampden, as and for an express toll highway known as Massachusetts Turnpike or as an alteration and/or relocation therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled "Plan for the location of an Express Toll Highway known as Massachusetts Turnpike in the Town of West Springfield, Hampden County as prepared by the Massachusetts Turnpike Authority, scale 1" = 50' date March 31, 1955" copies of which Order of Taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of West Springfield; and

WHEREAS, it now appears that in said Order of Taking No. 28 and accompanying plan which were recorded on March 31, 1955 in the Registry of Deeds for Hampden County at Springfield in Book

O.T. No. 28 Town of West Springfield Amend. 1, Alt. 1 Page 2.

2379 at page 484, certain changes are to be made.

NOW THEREFORE, it is hereby ordered that page 1 of the aforesaid Order of Taking No. 28 be and the same is hereby amended by striking out the word "Brimfield", and inserting in place thereof the words "West Springfield", so that page 1, as amended shall read as follows:

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of West Springfield, County of Hampden, for the purpose of constructing a grade separation at the intersection of the aforesaid express toll highway with a public highway in the said Town of West Springfield; for the purpose of altering two section of an existing highway in said Town of West Springfield and for the purpose of constructing drainage structures and related work at two locations in said Town of West Springfield, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication and not including track, signals and other railroad property, however affixed to the realty) located thereon, situated in the Town of West Springfield, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-1, E-2, E-2A, E-2B, E-3, E-4, E-4A, E-4B, DE-1 and DE-2, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained,

O.T. No. 28 Town of West Springfield Amend. 1, Alt. 1 Page 4.

excepting and reserving from the rights herein taken all easements,
licenses, and:

WHEREAS, it now appears advisable to take an additional right within the limits of the express toll highway in the Town of West Springfield as described in said Order of Taking No. 28.

NOW THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the rights taken in parcel E-1 of the hereinbefore referred to Order of Taking No. 28, in the Town of West Springfield, be altered by the taking of the following additional right:

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of express toll highway taking No. 28, hereinbefore referred to, and designated on the altered plan of said taking hereinafter referred to, as parcel E-16, said easement consisting of the right to construct, maintain, repair, and operate water pipe lines, under the location and tracks of the Holyoke and Westfield Railroad Company. Said land shall remain subject to any use by the owners thereof, which will not interfere with the construction, maintenance, repair and operation of the said express toll highway. Said land shall also remain subject to any rights John S. Lane and Sons, Inc., may have to cross said land and tracks of the Holyoke and Westfield Railroad Company at about opposite station 355 + 25 of the main baseline, hereinbefore described.

FURTHER, an easement is hereby granted to the Inhabitants of the City of Holyoke within a portion of the express toll highway

taking, hereinbefore referred to; said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to build, lay, maintain, repair and replace water pipes, mains and appurtenances therefor under land taken by the Massachusetts Turnpike Authority by said Order of Taking No. 28. Said easement, designated on the plan hereinafter referred to as parcel EG-5, is more fully described as follows:

The easement consists of a strip of land 20.00 feet in width, bounded on the north by the northerly location line of the express toll highway, hereinbefore described, and bounded on the south by a line 20.00 feet distant from and parallel to said northerly location line.

The easement begins at a point at the beginning of the northerly location line hereinbefore described, said point being on the dividing line between the City of Westfield and the Town of West Springfield bearing north $4^{\circ}-38'-17''$ west, 157.65 feet distant from station 353 + 02.37 of the main baseline of the express toll highway hereinbefore described; thence extends in an easterly direction along said northerly location line 753.95 feet to a point bearing north $31^{\circ}-43'-26''$ west, 150.00 feet distant from station 361 + 75.00 of the said main baseline; thence extends south $31^{\circ}-43'-26''$ east, 20.00 feet to a point bearing north $31^{\circ}-43'-26''$ west, 130.00 feet distant from station 36 & 75.00 of the said main baseline; thence extends in a westerly direction 20.00 feet distant from and parallel to the said northerly location line 763.62 feet to a point on the dividing line between the City of Westfield and the Town of West Springfield bearing north $4^{\circ}-38'-17''$ west, 136.61 feet distant from station 353 + 48.55 of the said main baseline; thence extends along said dividing line between the City of Westfield and the Town of West Springfield north $4^{\circ}-38'-17''$ west, 21.04 feet to the point of beginning.

For damages sustained by persons in their property by reason of the aforesaid taking the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
E-16	Holyoke and Westfield Railroad Co.	3160 s.f.	\$1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 31st day of August, 1956 (unless otherwise agreed upon.)

It is therefore

Voted, that said easement alteration be located as described herein and as described and shown on said plan.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment and alteration to Order of Taking No. 28, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority and on file in its office, entitled: "Amendment No. 1 to Alteration No. 1 to Massachusetts Turnpike Authority Order of Taking No. 28 Dated March 31, 1955, in the Town of West Springfield, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY date July 12, 1956 Scale 50' to the inch", in the Registry of Deeds for Hampden County and to file copies of said amendment alteration and plan in the office of the Clerk of the Town of West Springfield.

Dated at Boston this twelfth day of July,
1956.

William F. Callahan
Chairman

Benjamin S. Grant
Vice Chairman

John R. Kewen
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1956

West Springfield



**STATE HIGHWAY LAYOUT #28-2
I-90, Mass. Pike, correction of plan layout #28
(recorded Plan Book 48, Pages 17-35).**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 57 PAGES 72-90.

INDEXING

STATE HIGHWAY LAYOUT #28-2

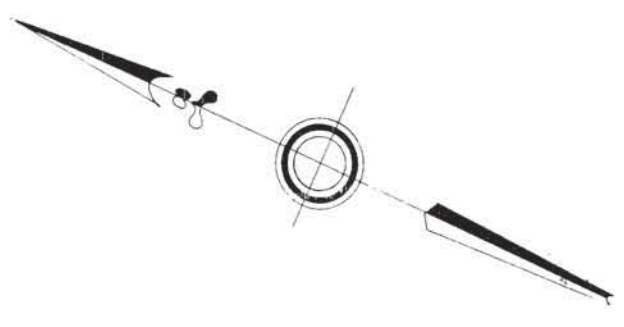
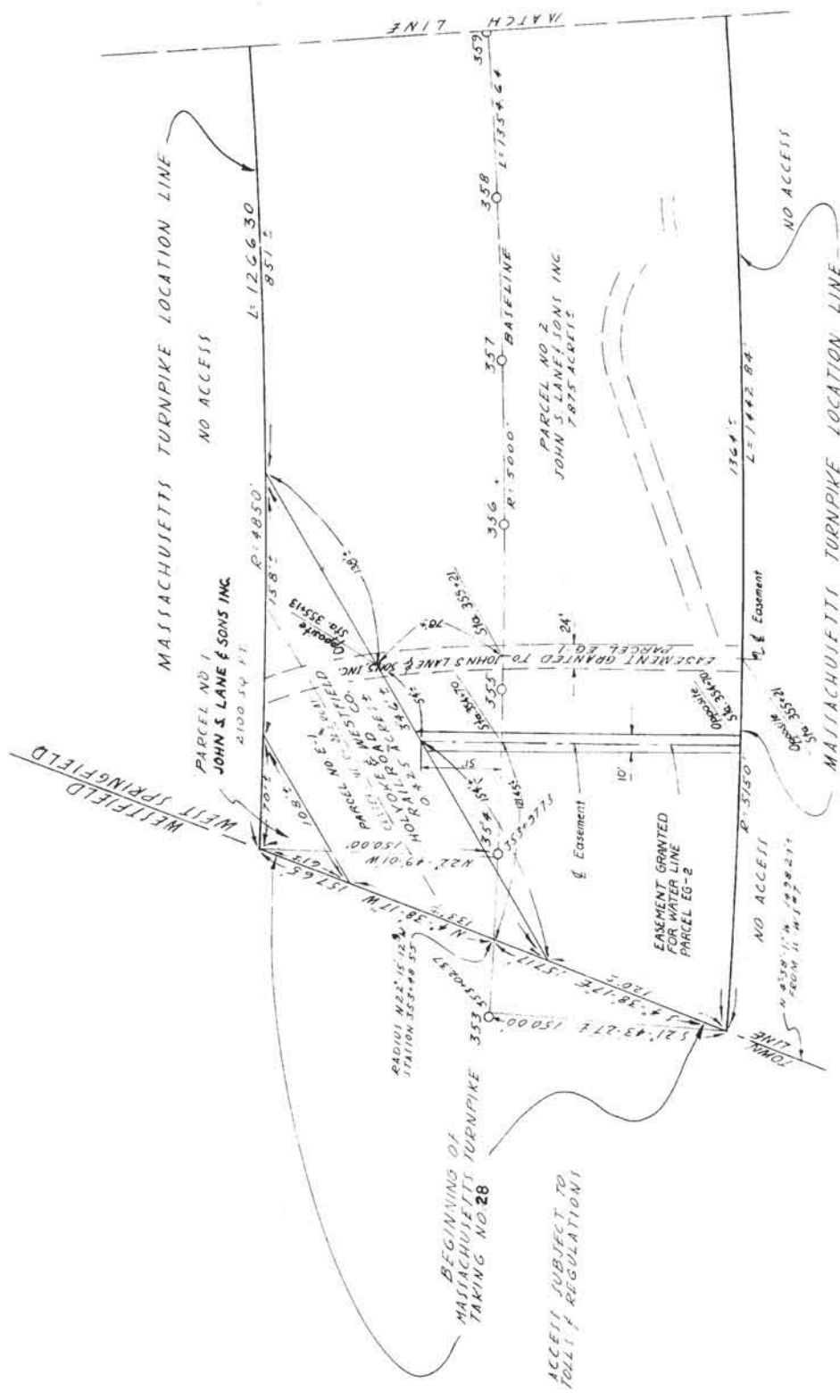
Image Info SH70030 West Springfield

Image Info SH70030 I-90

Image Info SH70030 Mass. Pike

WEST SPRINGFIELD

WEST SPRINGFIELD



CORRECTED PLAN
MASSACHUSETTS TURNPIKE AUTHORITY
Chairman
Vice-Chairman
Member
Approval Date
Howat, Needles, Tahmen & Bergendoff
CHIEF ENGINEER

SECRETARY-TREASURER

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as MASSACHUSETTS TURNPIKE or as an alteration and or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on March 31, 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952.

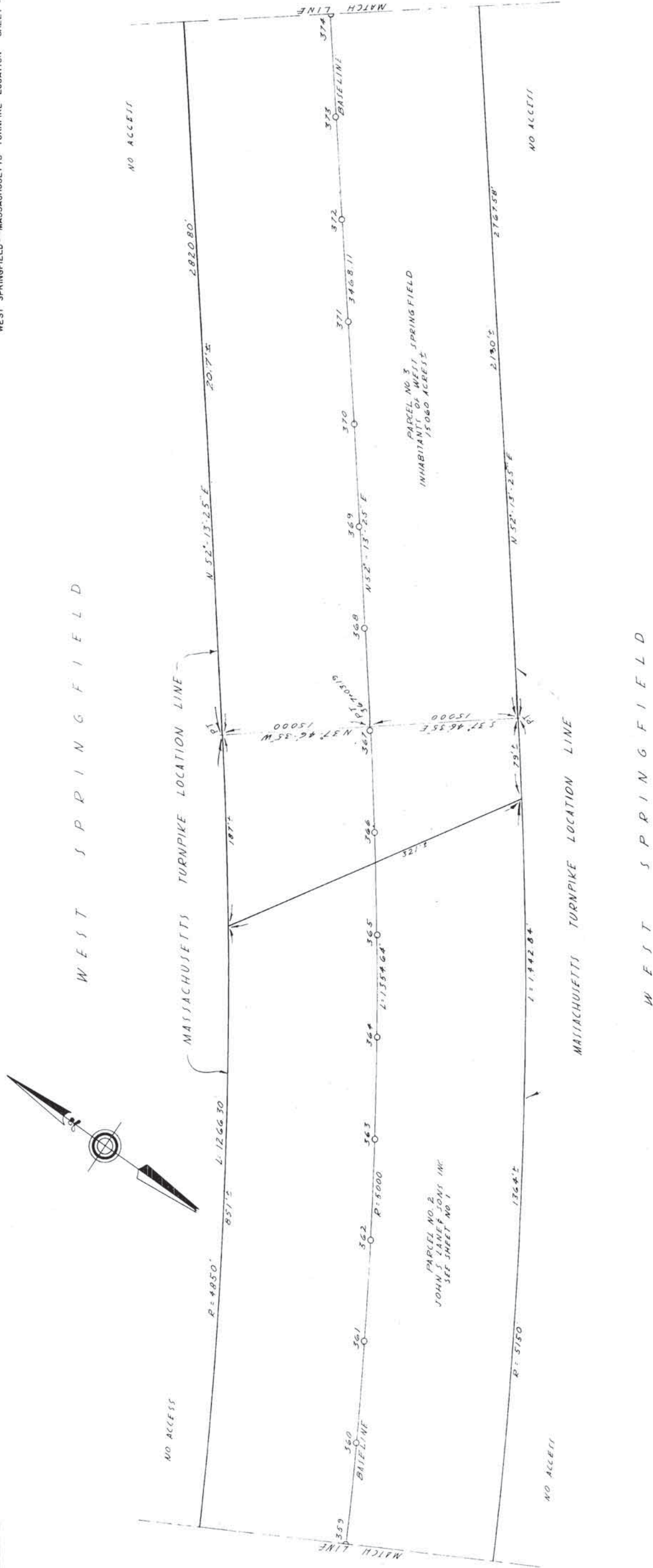
Plan for the location of an Express Toll Highway known as MASSACHUSETTS TURNPIKE in the Town of WEST SPRINGFIELD HAMPDEN COUNTY

as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY scale 1"=50' date March 31, 1955

CHIEF ENGINEER

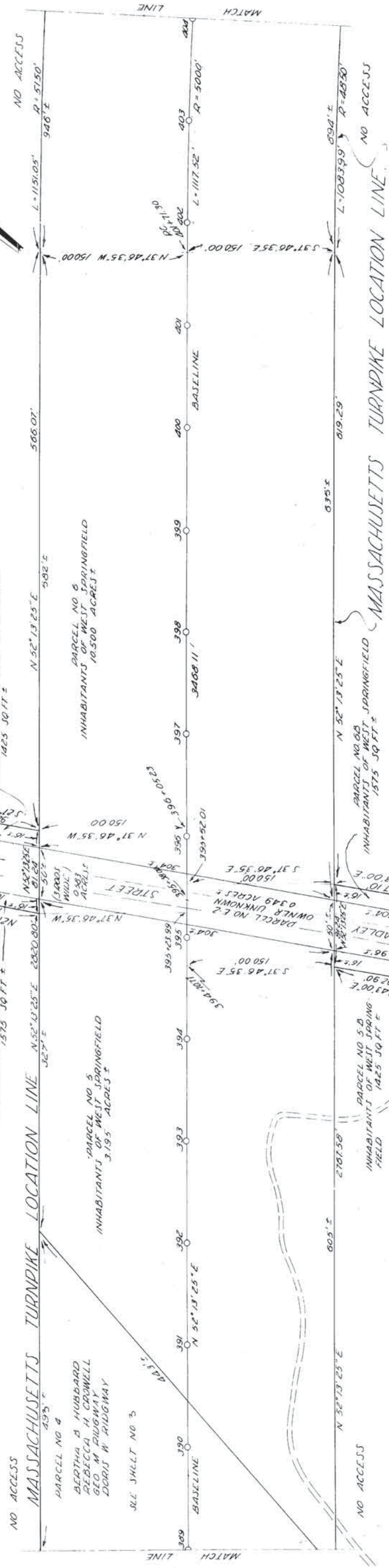
ATTACHMENT NUMBER 2
ORDER OF TAKING NUMBER 28

A TRUE COPY, ATTEST
SECRETARY-TREASURER



MASSACHUSETTS TURNPIKE TAKING LINE

WEST SPRINGFIELD



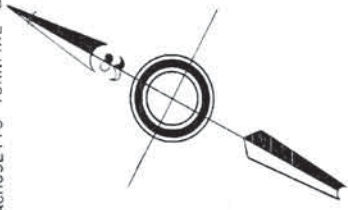
WEST SPRINGFIELD

MASSACHUSETTS TURNPIKE TAKING LINE



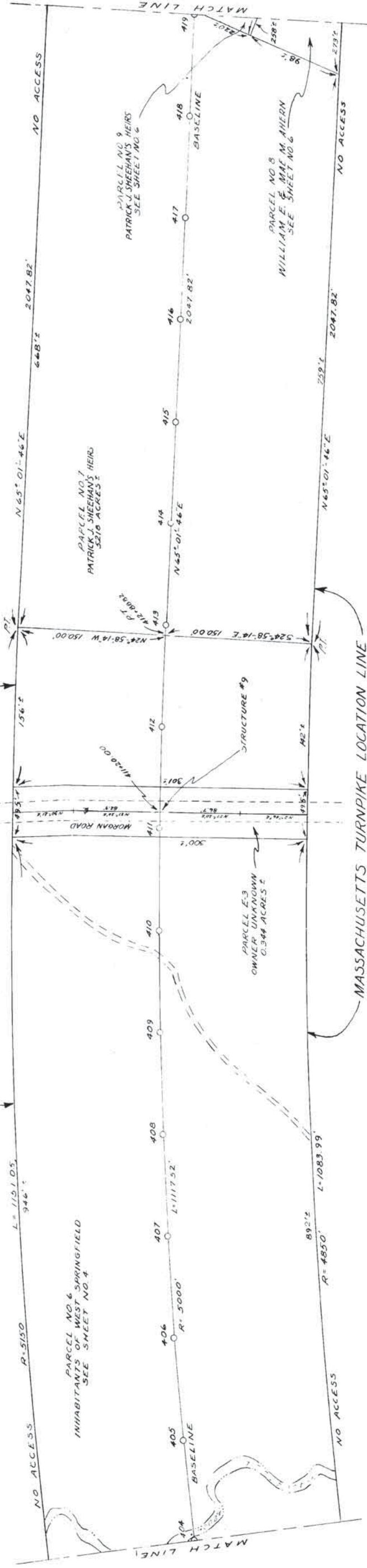
MATCH LINE

MATCH LINE



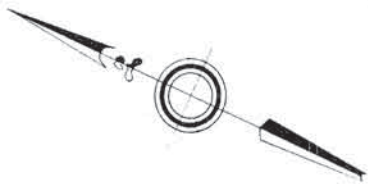
WEST SPRINGFIELD

MASSACHUSETTS TURNPIKE LOCATION LINE

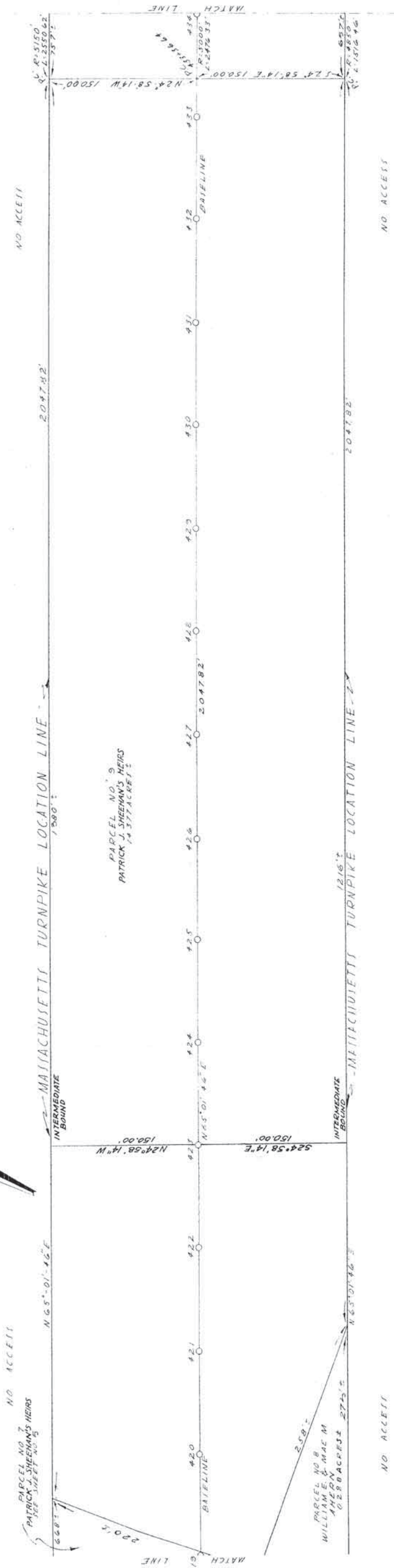


MASSACHUSETTS TURNPIKE LOCATION LINE

WEST SPRINGFIELD

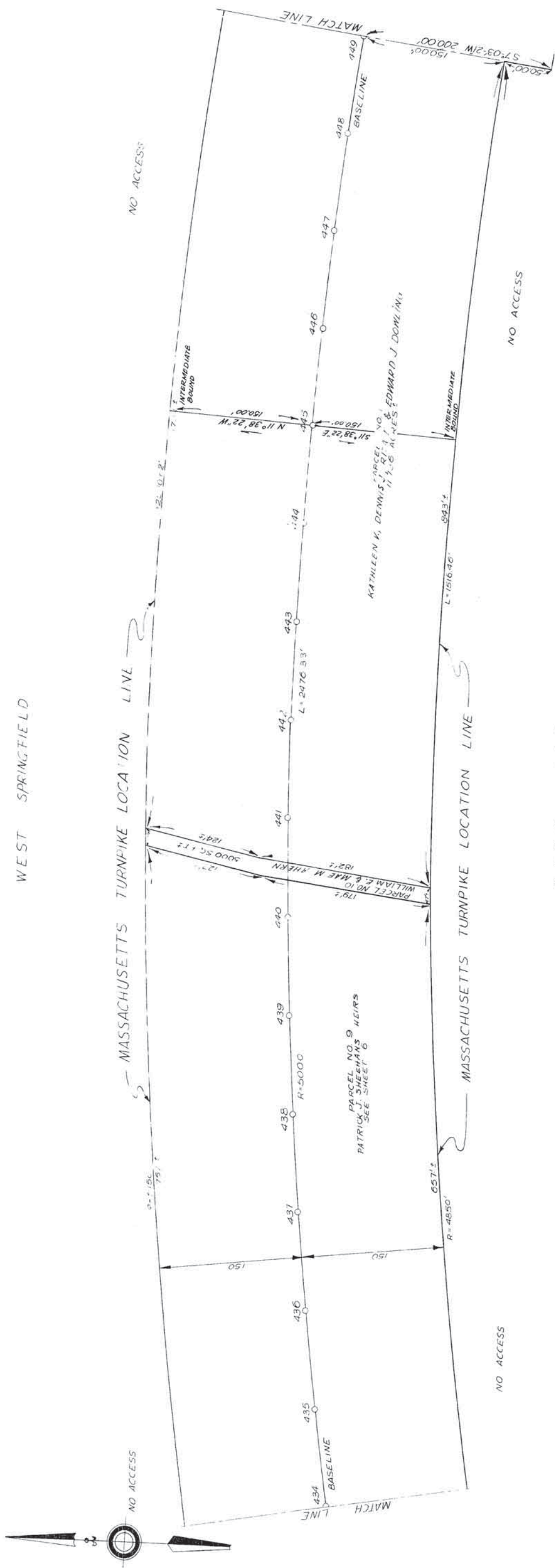


WEST SPRINGFIELD



WEST SPRINGFIELD

WEST SPRINGFIELD



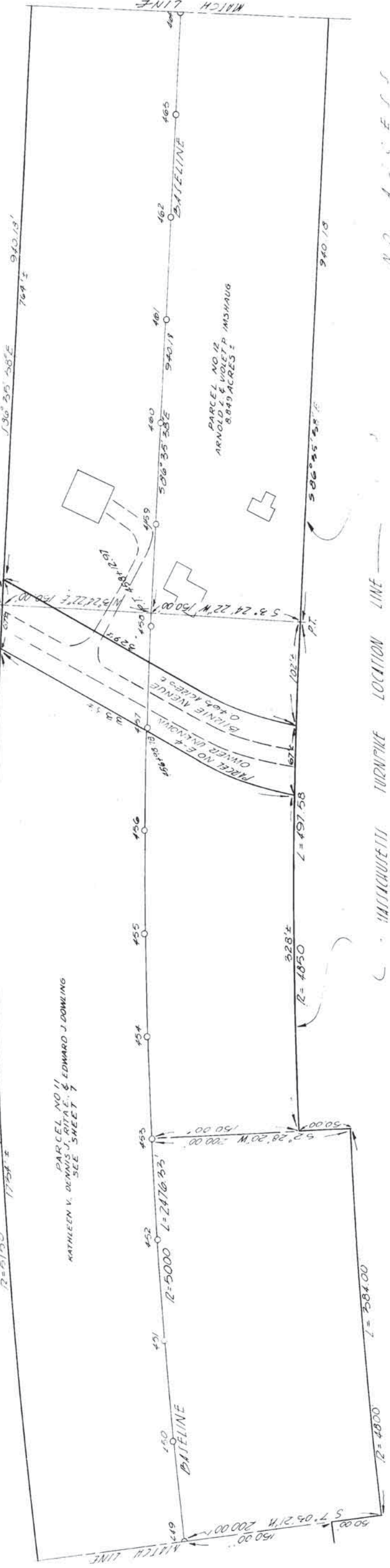
WEST SPRINGFIELD

WEST SPRINGFIELD

MASSACHUSETTS TURNPIKE LOCATION LINE

NO ACCESSES

NO ACCESSES

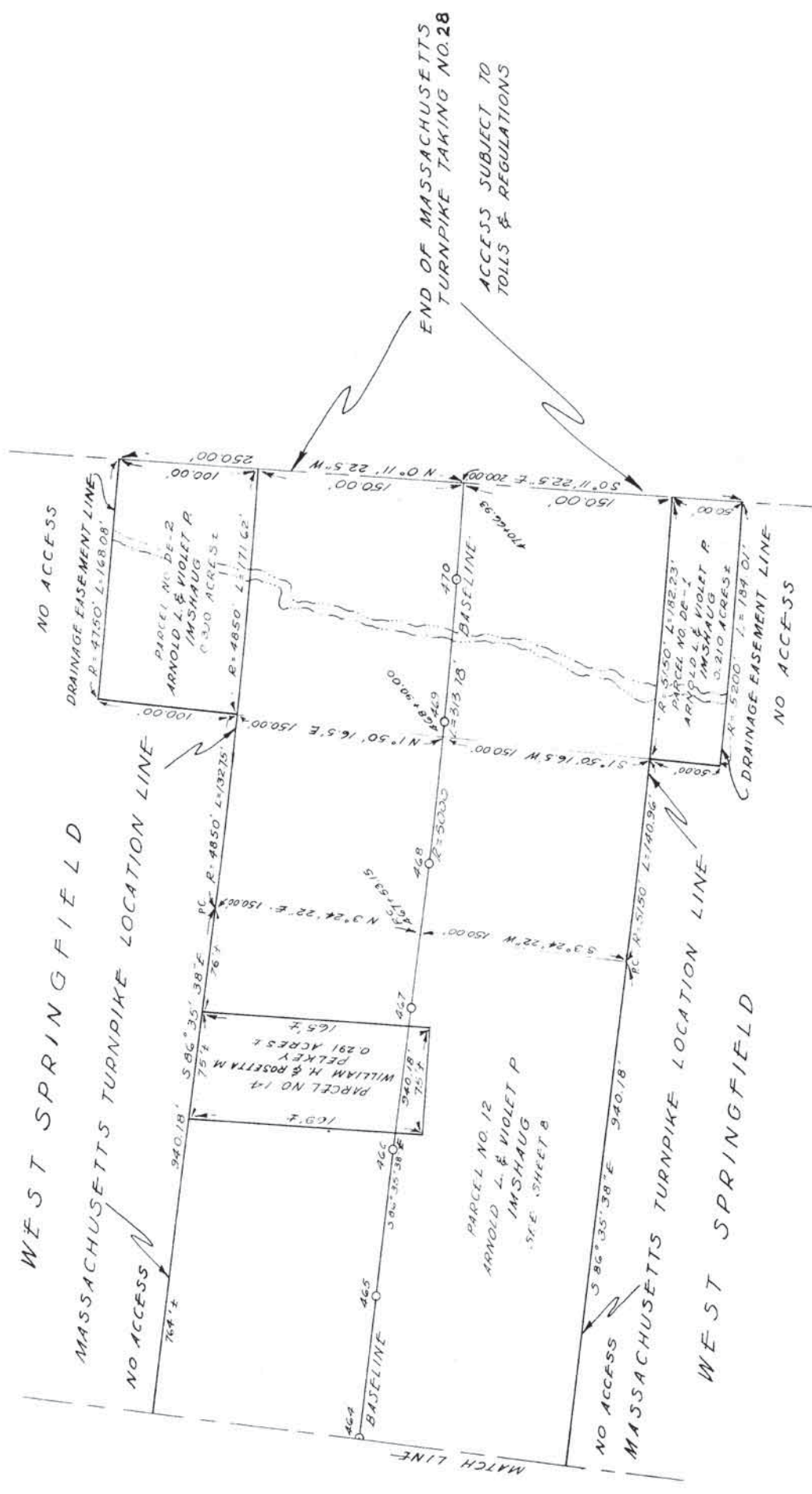


NO ACCESSES

MASSACHUSETTS TURNPIKE LOCATION LINE

NO ACCESSES

WEST SPRINGFIELD



1955

West Springfield



STATE HIGHWAY LAYOUT #73
I-90, Mass. Pike, easement near station 457.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 51 PAGE 78.

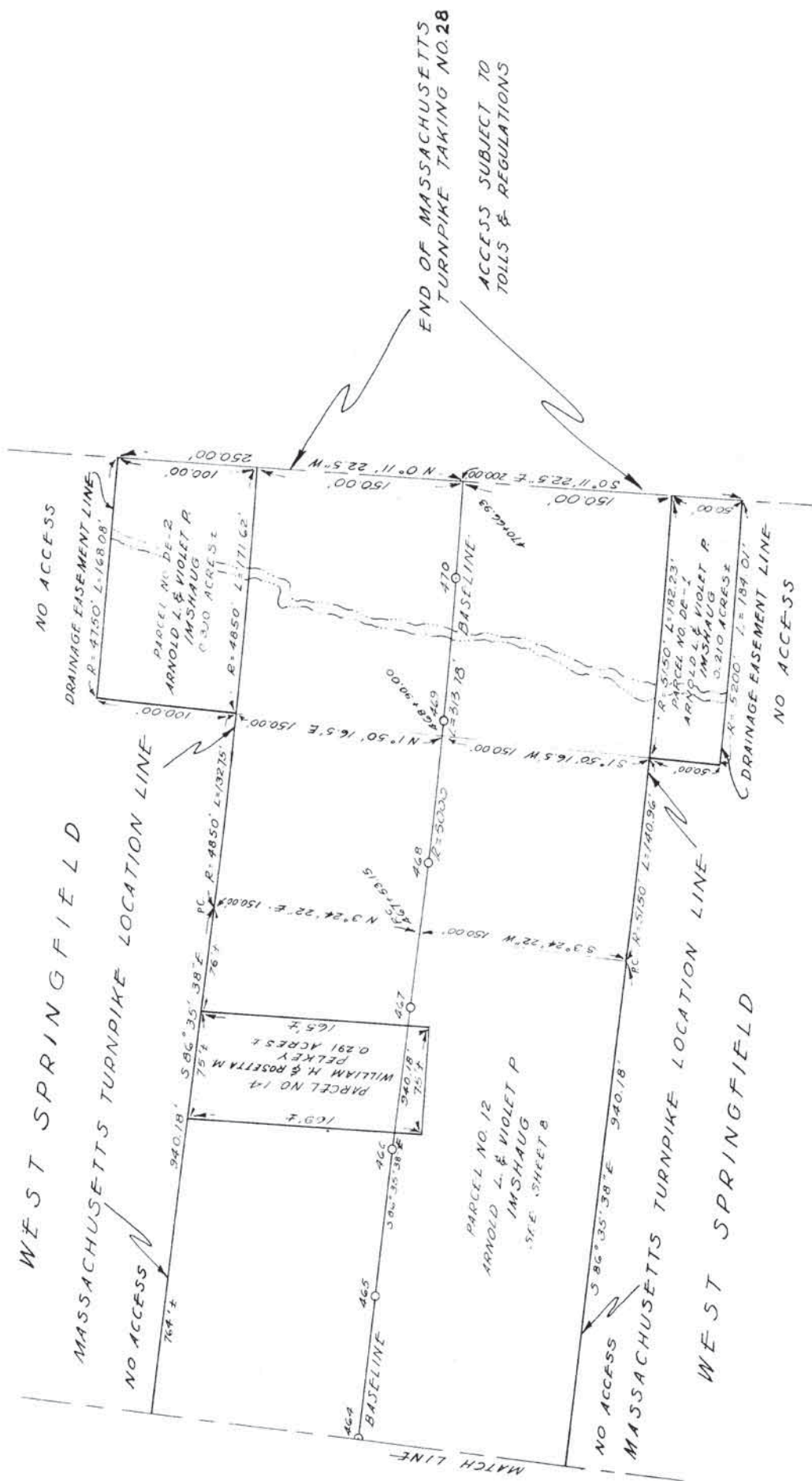
INDEXING

STATE HIGHWAY LAYOUT #73

Image Info SH70031 West Springfield

Image Info SH70031 I-90

Image Info SH70031 Mass. Pike



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 73

Hampden SS.

~~City~~/Town West Springfield

July 22, 19 55 10.10 AM

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 7, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of West Springfield, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 73
Town of West Springfield
County of Hampden

For the purpose of locating and constructing a temporary road in the Town of West Springfield, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the "Massachusetts Turnpike", an express toll highway, in said Town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of West Springfield, County of Hampden, all of said land being taken in temporary easement the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan, hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair,

and operation of the express toll highway, as described in Order of Taking No. 28, recorded in the Registry of Deeds for Hampden County at Springfield in book 2379 at page 484, it is necessary to construct a temporary road to provide a detour for traffic during construction of a grade separation at the intersection of the aforesaid express toll highway with a public highway in the Town of West Springfield, for which temporary easements are hereby taken in two takings, one being north of and abutting the northerly location line of the express toll highway as described in said Order of Taking No. 28, and the other being south of and abutting the southerly location line of the said express toll highway as described in said Order of Taking No. 28.

The temporary easements constituting said takings consist of the right to enter upon the land included in said takings at any time during the effective period of the easements to construct thereon and to maintain and to use a temporary road for a traffic detour during the construction of a grade separation at the intersection of the aforesaid express toll highway with Birnie Avenue in the Town of West Springfield.

Said temporary easements are to continue only so long as they are necessary, in the opinion of the Massachusetts Turnpike Authority, for the accomplishment of the aforesaid purposes for which they are taken.

The temporary easement taking on the northerly side of the express toll highway as described in the aforesaid Order of Taking

No. 28, and consisting of Parcel No. TE-10, as shown on the plan hereinafter referred to, is more fully described as follows:

The main base line, northerly and southerly location lines and the taking lines for the express toll highway, hereinafter referred to, are all described in Order of Taking No. 28, recorded in the Registry of Deeds for Hampden County in book 2379 at page 484.

The taking line for said temporary easement taking begins at a point on the northerly location line of the express toll highway, hereinbefore referred to, said point bearing north $2^{\circ}-39'-05''$ east, 150.00 feet distant from station 457 + 47.11 of the main base line of the express toll highway as described in said Order of Taking No. 28; thence extends in a westerly direction by a curve to the left as shown on said plan of 5150.00 feet radius, 26.00 feet to a point; thence extends north $26^{\circ}-51'-25''$ east, 259.89 feet to a point; thence extends south $72^{\circ}-02'-50''$ east, 16.00 feet to a point; thence extends south $17^{\circ}-57'-10''$ west, 90.00 feet to a point; thence extends south $28^{\circ}-59'-03''$ west, 162.85 feet to the point of beginning.

The temporary easement taking on the southerly side of the express toll highway as described in the aforesaid Order of Taking No. 28, and consisting of Parcel No. TE-9 as shown on the plan hereinafter referred to, is more fully described as follows:

The taking line for said temporary easement taking begins at a point on the southerly location line of the express toll highway, hereinbefore referred to, said point bearing south $1^{\circ}-03'-07''$ west, 150.00 feet distant from station 456 + 07.53 of the main baseline of the said express toll highway; thence extends south $3^{\circ}-08'-30''$ east, 124.17 feet to a point; thence extends south $16^{\circ}-43'-30''$ east, 278.00 feet to a point; thence extends south $10^{\circ}-57'-25''$ east, 30.00 feet to a point; thence extends north $45^{\circ}-58'-30''$ west, 37.50 feet to a point; thence extends north $19^{\circ}-25'-00''$ west, 276.00 feet to a point; thence extends north $4^{\circ}-36'-47''$ west 134.29 feet to a point on the said southerly location line; thence extends along said southerly location in an easterly direction by a curve of 4,850.00 feet radius, 37.00 feet to the point of beginning.

The aforesaid temporary easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of a temporary easement in connection with an express toll highway known as 'Massachusetts Turnpike' in the Town of WEST SPRINGFIELD, Hampden County, Date July 7, 1955

Scale 1" = 50' "

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
TE-9	Kathleen V., Dennis J., Rita E., & Edward J. Dowling	0.303 Ac.	\$1.00
TE-10	Kathleen V., Dennis J., Rita E., & Edward J. Dowling	0.144 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of August , 1955 (unless otherwise agreed upon).

It is therefore

Voted, that said temporary road be located and constructed as described herein, and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the clerk of the Town of West Springfield certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of a road as shown on said plan was taken as and for a temporary detour in connection with an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE Authority in accordance with the provisions of Chapter 354 of 1955.

Dated at Boston this seventh day of July
, 1955.

William F. Deedham
Chairman
Benjamin H. Hunt
Vice Chairman
John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1955

West Springfield



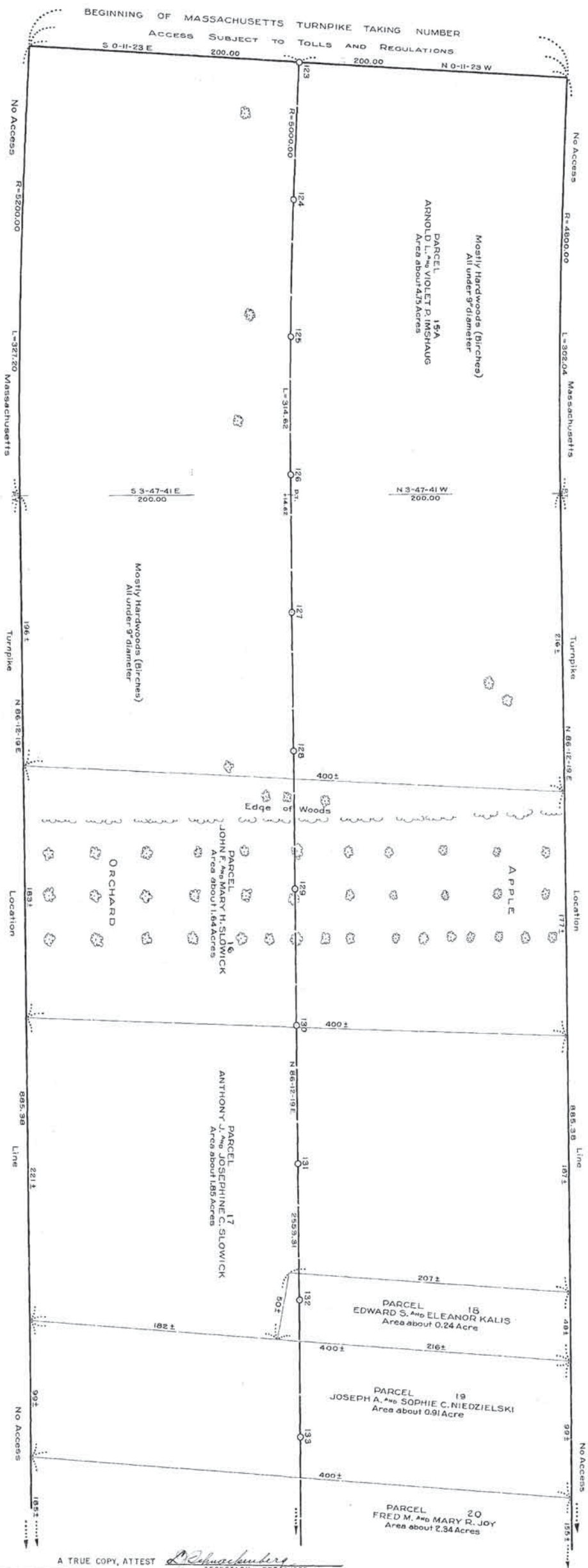
STATE HIGHWAY LAYOUT #87
I-90, Mass. Pike, station 123 to Connecticut River.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGES 31-49.

INDEXING

STATE HIGHWAY LAYOUT #87

- Image Info SH70032 West Springfield
- Image Info SH70032 Connecticut River
- Image Info SH70032 I-90
- Image Info SH70032 Mass. Pike



A TRUE COPY, ATTEST *[Signature]*
SECRETARY - TREASURER

Plan for the location of an
EXPRESS TOLL HIGHWAY
known as
"MASSACHUSETTS TURNPIKE"
In the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date: August 4, 1955
Scale: 40 feet to the inch
[Signature]
Chief Engineer

This certifies that the location of the road as shown
on this plan was taken as and for an express toll highway
known as "MASSACHUSETTS TURNPIKE" or as an alteration
and/or relocation in connection therewith, by the MASSACHUSETTS
TURNPIKE AUTHORITY on August 4, 1955 in accordance
with the provisions of Chapter 354 of the Acts of 1952.

[Signature] Chairman

[Signature] Vice Chairman

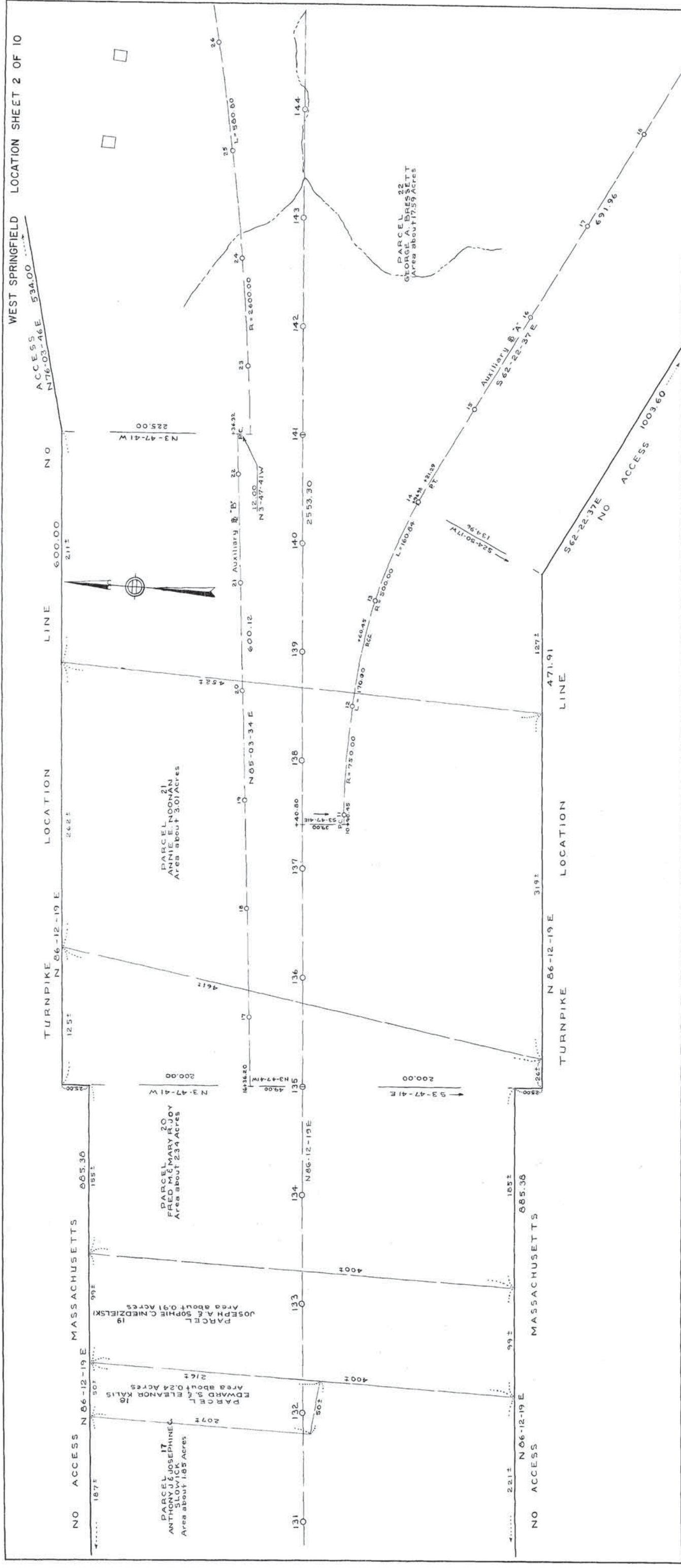
[Signature] Member

MASSACHUSETTS TURNPIKE AUTHORITY

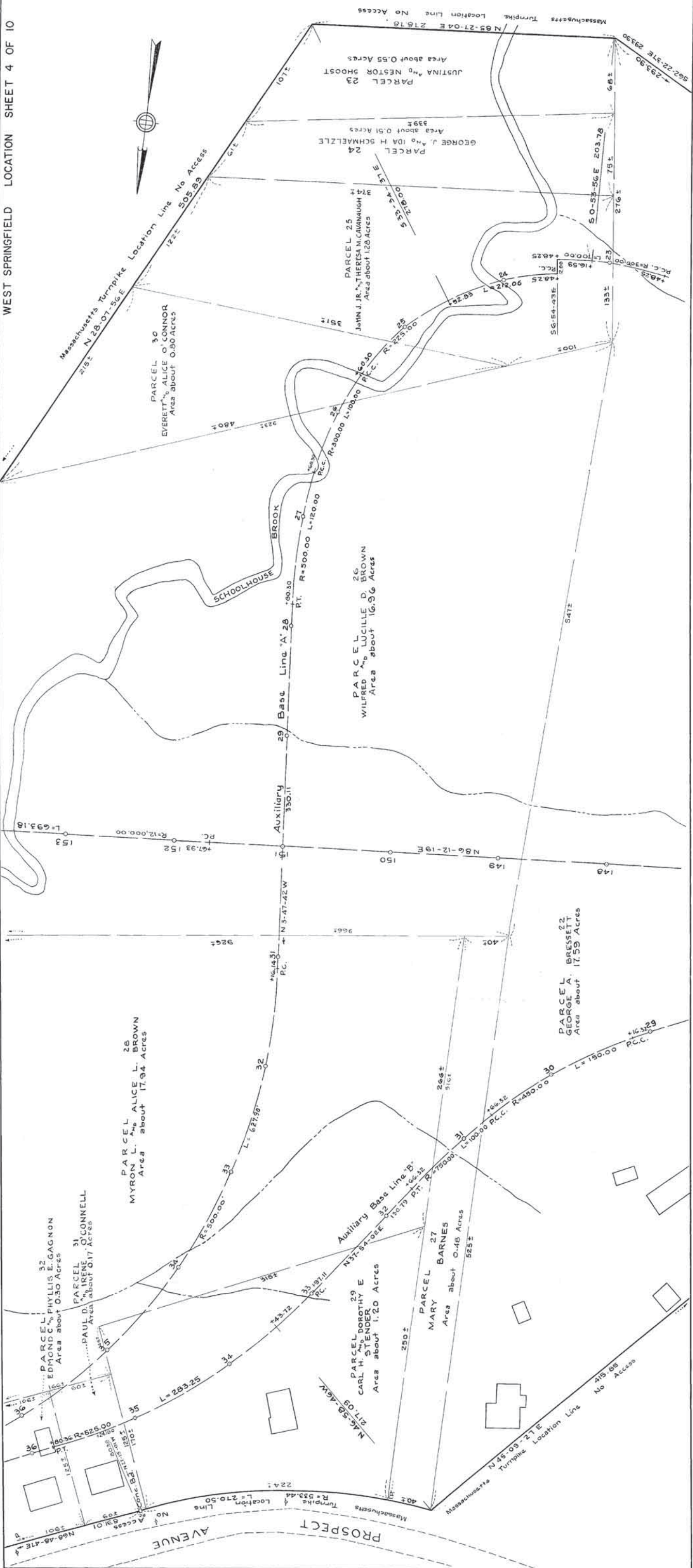
Approved: *[Signature]*
Howard, Needles Tammen & Bergendoff

ORDER OF TAKING No. 87

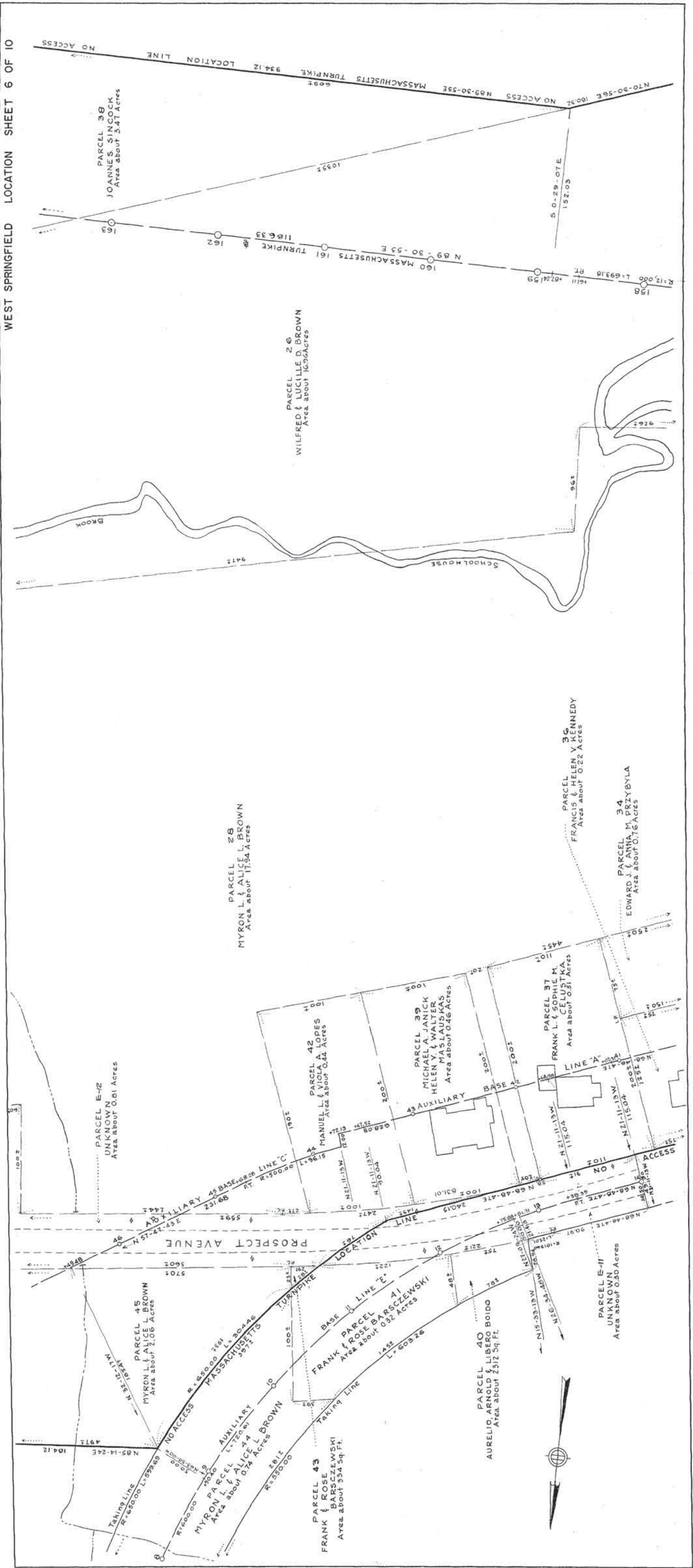
TEN SHEETS

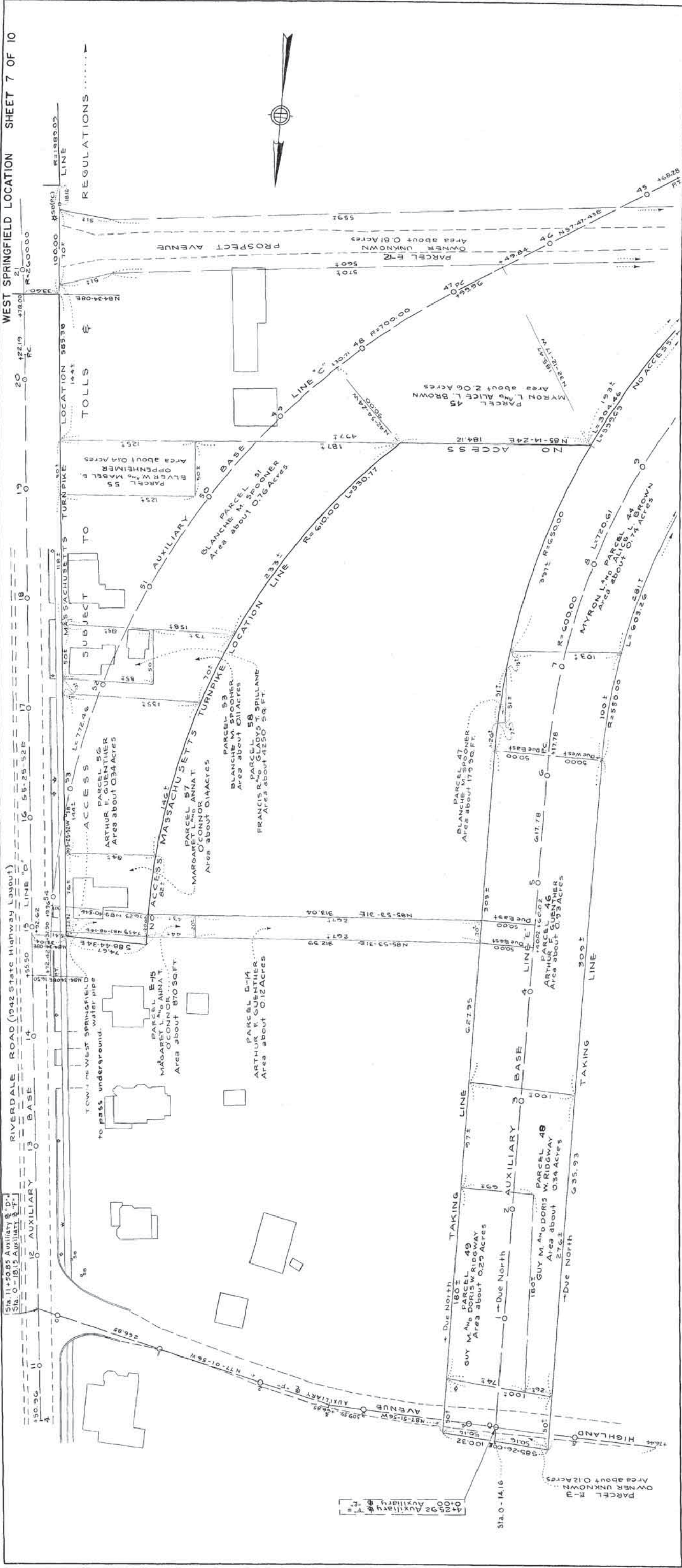




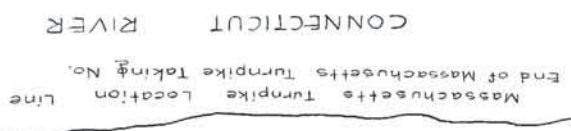


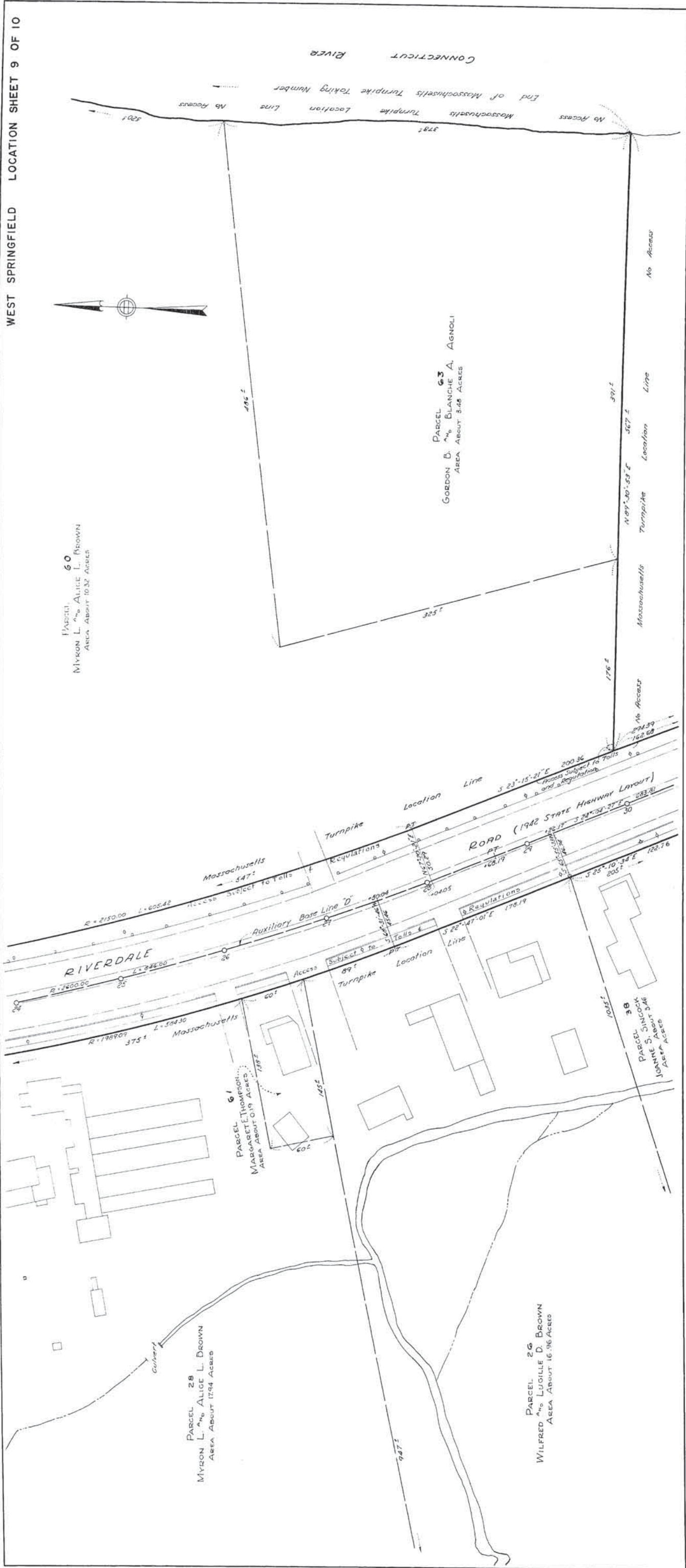






4+25.92 Auxiliary "F"
0+00.00 Auxiliary "F"





PARCEL 60
MYRON L. & ALICE L. BROWN
AREA ABOUT 1032 ACRES

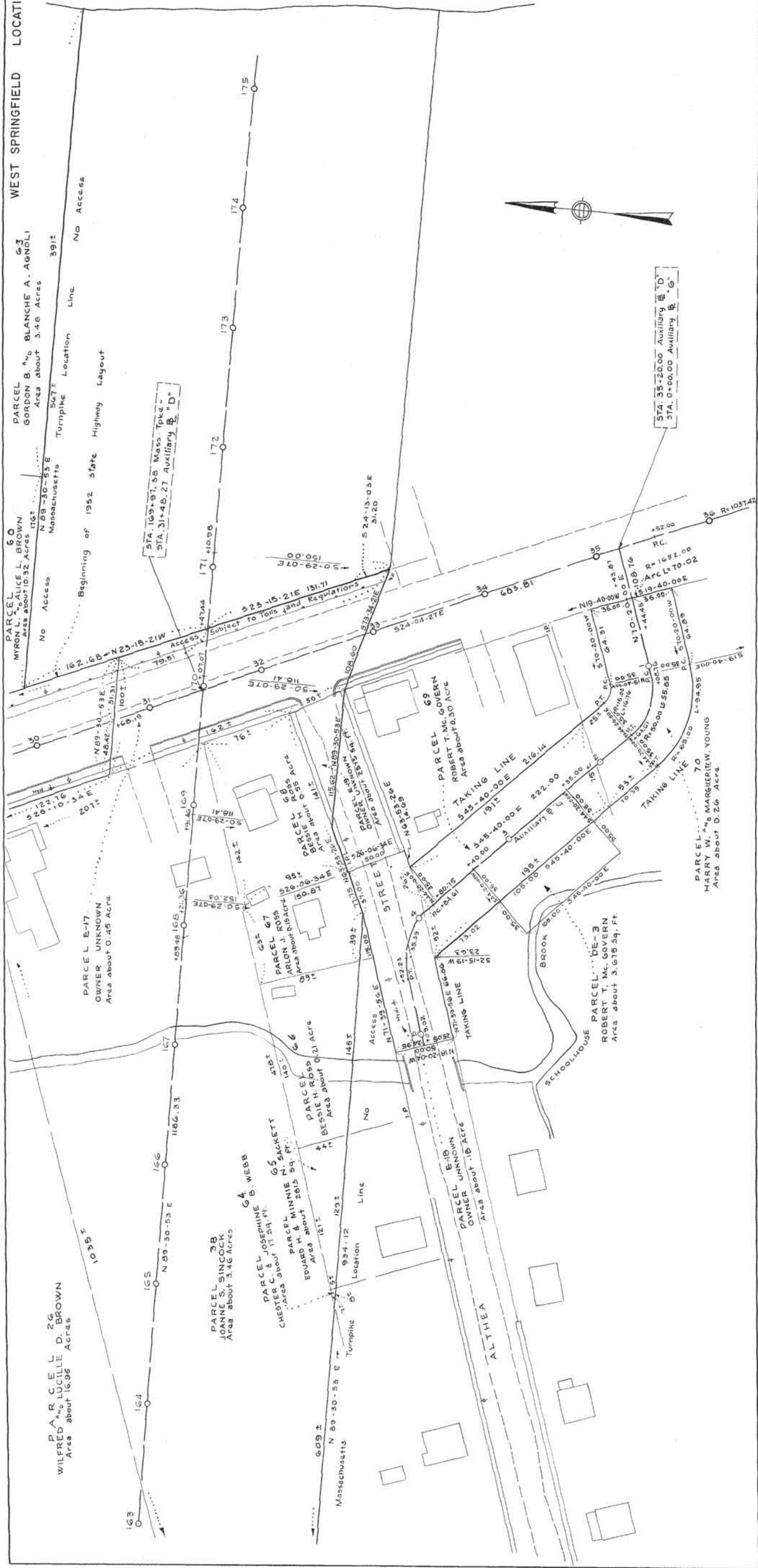
PARCEL 63
GORDON B. & BLANCHE A. AGNOLI
AREA ABOUT 348 ACRES

PARCEL 28
MYRON L. & ALICE L. BROWN
AREA ABOUT 1794 ACRES

PARCEL 61
MARGARET THOMPSON
AREA ABOUT 119 ACRES

PARCEL 26
WILFRED & LUCILLE D. BROWN
AREA ABOUT 1696 ACRES

PARCEL 38
JOANNE S. SINCICH
AREA ABOUT 546 ACRES



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 87

Hampden SS.

~~City~~/Town West Springfield

Aug. 15, 19 55

11:35 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 4, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of West Springfield, as shown on said plan.

Attest: Edward J. Larrell

assi Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 87
Town of West Springfield
County of Hampden

For the purpose of constructing, maintaining, repairing, and operating as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the Town of West Springfield, County of Hampden, for the purpose of constructing a traffic interchange with appurtenant ramps and bridges connecting said express toll highway with Riverdale Road (Route 5); for the purpose of constructing two grade separations at intersections of the said express toll highway with said Riverdale Road; for the purpose of relocating a portion of Prospect Avenue; for the purpose of relocating a portion of Althea Street; and for the purpose of performing such other work as may seem necessary to carry out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, and other appurtenances for the conveyance of electricity and for telephone communication) located thereon, situated in the Town of West Springfield, County of Hampden, all of the land being taken in fee simple (with the exception of Parcels E-11; E-12; E-13; E-14; E-15; E-16; E-17; E-18; E-19; DE-3; and RT-1, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, conduits and all other appurtenances for the conveyance of water, sewage,

gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid highway.

Included in said takings are all rights of easement, by others, to pass over or through land within the limits of the takings by the Massachusetts Turnpike Authority as hereinafter described, except as hereinafter specified.

Excepted from the takings hereinafter described is the following section of Riverdale Road (Route 5) in the Town of West Springfield:

Beginning at a point on the southerly location line of the express toll highway hereinafter described, said point bearing north $23^{\circ}-15'-21''$ west, 79.51 feet distant from station 170 / 47.44 of the main base line of the express toll highway, hereinafter described; the line thence extends south $89^{\circ}-30'-53''$ west, 99.73 feet to a point; thence extends north $25^{\circ}-10'-34''$ west, 122.76 feet to a point; thence extends north $22^{\circ}-47'-01''$ west, 178.19 feet to a point of tangent; thence extends in a northerly direction by a curve to the right of 1,989.09 feet radius, 584.30 feet to a point; thence extends north $84^{\circ}-34'-08''$ east, 95.22 feet to a point; thence extends in a southerly, southeasterly direction by a curve to the left of 2,150.00 feet radius, 605.42 feet to a point of tangent; thence extends south $23^{\circ}-15'-21''$ east, 200.36 feet to a point; thence extends south $23^{\circ}-15'-21''$ east, 83.17 feet to the point of beginning.

Excepted and reserved from the rights herein taken are the following:

1. All lawful rights of the public to use by means of two underpasses and appurtenant structures those portions of Riverdale Road, in the Town of West Springfield, which are within the express toll highway location lines hereinafter described.

2. All lawful rights of the public to use that portion of Prospect Avenue in the Town of West Springfield as hereby relocated in accordance with the Prospect Avenue taking hereinafter described.

3. All lawful rights of the public to use that portion of Highland Avenue in the Town of West Springfield (in accordance with the Prospect Avenue taking hereinafter described) which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.

4. All lawful rights of the public to use that portion of Althea Street in the Town of West Springfield as hereby relocated in accordance with the Althea Road taking hereinafter described.

The express toll highway taking is for a portion of the Massachusetts Turnpike 4,747.44 feet in length and begins on the property of Arnold L. and Violet P. Imshaug in the Town of West Springfield and extends in an easterly direction in said town to the easterly street line of Riverdale Road in said Town of West Springfield.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point on the property of Arnold L. & Violet P. Imshaug in the Town of West Springfield, said point shown on the plan hereinafter referred to as station 123 / 00.00.

From said point of beginning the main base line extends in an easterly direction by a curve to the left as shown on said plan of 5,000.00 feet radius, 314.62 feet to a point of tangent, shown on said plan as station 126 / 14.62; thence extends north $86^{\circ}-12'-19''$ east, 2,553.31 feet to a point of curve, shown on said plan as station 151 / 67.93; thence extends in an easterly direction by a curve to the right of 12,000.00 feet radius, 693.18 feet to a point of tangent, shown on said plan as station 158 / 61.11; thence extends north $89^{\circ}-30'-53''$ east, 1,186.33 feet to a point on the easterly street line of Riverview Road in the Town of West Springfield, said point being shown on said plan as station 170 / 47.44.

Within the express toll highway taking there are three auxiliary base lines which will be referred to hereinafter as base lines A, B, and C.

Said base lines are more fully described as follows:

Base line "A" begins at a point bearing south $3^{\circ}-47'-41''$ east, 39.00 feet distant from station 137 / 40.80 of the main base line of the express toll highway, hereinbefore described, and shown on the plan hereinafter referred to as station 10 / 90.45. From said point of beginning base line "A" thence extends in a southeasterly direction by a curve to the right of 7,500.00 feet radius, 170.00 feet to a point of compound curve, shown on said plan as station 12 / 60.45; thence extends in a southeasterly direction by a curve to the right of 500.00 feet radius, 160.84 feet to a point of tangent, shown on said plan as station 14 / 21.29; thence extends south $62^{\circ}-22'-37''$ east, 691.96 feet to a point of curve, shown on said plan as station 21 / 13.25; thence extends in an

easterly direction by a curve to the left of 500.00 feet radius, 135.00 feet to a point of compound curve, shown on said plan as station 22 / 48.25; thence extends in an easterly direction by a curve to the left of 300.00 feet radius, 100.00 feet to a point, shown on said plan as station 23 / 48.25; thence extends north $6^{\circ}-54^{\circ}-43''$ west, 12.00 feet to a point of compound curve; thence extends in a northeasterly direction by a curve to the left of 225.00 feet radius, 212.06 feet to a point of compound curve, shown on said plan as station 25 / 60.30; thence extends in a northeasterly direction by a curve to the left of 300.00 feet radius, 100.00 feet to a point of compound curve, shown on said plan as station 26 / 60.30; thence extends in a northerly direction by a curve to the left of 500.00 feet radius, 120.00 feet to a point of tangent, shown on said plan as station 27 / 80.30; thence extends north $3^{\circ}-47^{\circ}-42''$ west, 330.11 feet to a point of curve, shown on said plan as station 31 / 16.14; thence extends in a northeasterly direction by a curve to the right of 500.00 feet radius, 627.90 feet to a point of tangent, shown on said plan as station 37 / 44.04; thence extends north $68^{\circ}-48^{\circ}-47''$ east, 628.09 feet to a point, shown on said plan as station 43 / 72.13, said point also bearing south $21^{\circ}-11^{\circ}-13''$ east, 12.00 feet distant from station 43 / 72.13 of base line "C" hereinafter described.

Base line "B" begins at a point bearing north $3^{\circ}-47^{\circ}-41''$ west, 49.00 feet distant from station 135 / 00.00 of the main base line hereinbefore described and is shown on the plan hereinafter referred to as station 16 / 36.20. From said point of beginning base line "B" thence extends north $85^{\circ}-03^{\circ}-34''$ east, 600.12 feet to a point of curve, shown on said plan as station 22 / 36.32; thence extends south $3^{\circ}-47^{\circ}-41''$ east, 12.00 feet to a point of curve; thence extends in a northeasterly direction by a curve to the left of 2,600.00 feet radius, 580.80 feet to a point of compound curve, shown on said plan as station 28 / 16.32; thence extends in a northeasterly direction by a curve to the left of 750.00 feet radius, 100.00 feet to a point of compound curve, shown on said plan as station 29 / 16.32; thence extends in a northeasterly direction by a curve to the left of 450.00 feet radius, 150.00 feet to a point of compound curve, shown on said plan as station 30 / 66.32; thence extends in a northeasterly direction by a curve to the left of 750.00 feet radius, 100.00 feet to a point of tangent, shown on said plan as station 31 / 66.32; thence extends north $37^{\circ}-54^{\circ}-02''$ east, 130.79 feet to a point of curve, shown on said plan as station 32 / 97.11; thence extends in a northeasterly direction by a curve to the right of 525.00 feet radius, 283.25 feet to a point of tangent, shown on said plan as station 35 / 80.36; thence extends north $68^{\circ}-48^{\circ}-47''$ east, 351.77 feet to a point, shown on said plan as station 39 / 32.13, said point also bearing north $21^{\circ}-11^{\circ}-13''$ west, 14.00 feet distant from station 39 / 32.13 of auxiliary base line "A" hereinbefore described.

Base line "C" begins at a point bearing north $21^{\circ}-11^{\circ}-13''$ west, 12.00 feet distant from station 43 / 72.13 of base line "A" hereinbefore described, and shown on the plan hereinafter referred to as station 43 / 72.13 of base line "C"; base line "C" thence extends in a northeasterly direction by a curve to the left of 500.00 feet radius, 96.15 feet to a point of tangent, shown on said plan as station 44 / 68.28; thence extends north $57^{\circ}-47^{\circ}-43''$ east, 231.68 feet to a point of curve, shown on said plan as station 46 / 97.25; thence extends in a northeasterly direction by a curve to the left of 700.00 feet radius, 772.46 feet to a point of tangent on existing Riverdale Road, as shown on said plan as station 54 / 72.42.

The northerly location line of the express toll highway taking begins at a point bearing north $0^{\circ}-11^{\circ}-23''$ west, 200.00 feet distant from station 123 / 00.00 of the main base line hereinbefore described; thence extends in an easterly direction, 200.00 feet distant from and parallel to said main base line to a point bearing north $3^{\circ}-47^{\circ}-41''$ west, 200.00 feet distant from station 135 / 00.00 of said main base line; thence extends north $3^{\circ}-47^{\circ}-41''$ west, 25.00 feet to a point; thence extends in an easterly direction, 225.00 feet distant from and parallel to said main base line to a point bearing north $3^{\circ}-47^{\circ}-41''$ west, 225.00 feet distant from station 141 / 00.00 of said main base line; thence extends north $76^{\circ}-03^{\circ}-46''$ east, 534.00 feet to a point bearing north $17^{\circ}-43^{\circ}-19''$ west, 200.00 feet distant from station 28 / 16.32 of auxiliary base line "B" hereinbefore described; thence extends north $45^{\circ}-09^{\circ}-27''$ east, 415.85 feet to a point on the southerly street line of Prospect Avenue in the said Town of West Springfield; thence extends in an easterly direction along said southerly street line of Prospect Avenue by a curve to the left of 533.44 feet radius, 270.54 feet to a point of curve, said point being a concrete bound, said point also bearing north $27^{\circ}-15^{\circ}-01''$ west, 80.38 feet distant from station 35 / 24.80 of said base line "B"; thence extends along said southerly street line of Prospect Avenue north $68^{\circ}-48^{\circ}-47''$ east, 831.01 feet to a point; thence extends in a northeasterly direction by a curve to the left of 650.00 feet radius, 304.46 feet to a point bearing north $32^{\circ}-12^{\circ}-17''$ west, 185.47 feet distant from station 46 / 49.48 of auxiliary base line "C" hereinbefore described; thence extends north $85^{\circ}-14^{\circ}-24''$ east, 184.12 feet to a point bearing north $42^{\circ}-54^{\circ}-24''$ west, 90.00 feet distant from station 48 / 30.71 of said base line "C"; thence extends in a northeasterly direction by a curve to the left of 610.00 feet radius, 530.77 feet to a point; thence extends south $88^{\circ}-44^{\circ}-34''$ east, 74.67 feet to a point on the westerly street line of Riverdale Road in the Town of West Springfield; thence extends along said southerly street line of Riverdale Road south $5^{\circ}-25^{\circ}-52''$ east, 585.38 feet to a point; thence extends north $84^{\circ}-34^{\circ}-08''$ east, 92.35 feet to a point on the easterly street line of said Riverdale Road; thence extends north $7^{\circ}-07^{\circ}-19''$ west, 198.09 feet to an iron pin; thence extends north $88^{\circ}-02^{\circ}-07''$ east, 846.00 feet to a point at the end of the taking, said point being at the Connecticut River.

The southerly location line of the express toll highway taking begins at a point bearing south $0^{\circ}-11^{\circ}-23''$ east, 200.00 feet distant from station 123 / 00.00 of the main base line hereinbefore described; thence extends in an easterly direction 200.00 feet distant from and parallel to said main base line to a point bearing south $3^{\circ}-47^{\circ}-41''$ east, 200.00 feet distant from station 135 / 00.00 of said main base line; thence extends south $3^{\circ}-47^{\circ}-41''$ east, 25.00 feet to a point; thence extends north $86^{\circ}-12^{\circ}-19''$ east, 471.91 feet to a point bearing south $24^{\circ}-50^{\circ}-17''$ west, 134.96 feet distant from station 13 / 96.98 of auxiliary base line "A" hereinbefore described; thence extends south $62^{\circ}-22^{\circ}-37''$ east, 1,003.60 feet to a point bearing south $27^{\circ}-37^{\circ}-23''$ west, 135.39 feet distant from station 21 / 13.25 of said base line "A"; thence extends south $62^{\circ}-22^{\circ}-37''$ east, 293.90 feet to a point; thence extends north $85^{\circ}-27^{\circ}-04''$ east, 278.78 feet to a point bearing south $33^{\circ}-34^{\circ}-37''$ east, 278.00 feet distant from station 24 / 52.83 of said base line "A"; thence extends north $28^{\circ}-07^{\circ}-56''$ east, 505.89 feet to a point

bearing south $2^{\circ}-46'-53''$ east, 330.30 feet distant from station 153 \angle 80.25 of said main base line; thence extends north $70^{\circ}-26'-37''$ east, 342.64 feet to a point bearing south $1^{\circ}-11'-12''$ east, 209.82 feet distant from station 157 \angle 14.17 of said main base line; thence extends north $70^{\circ}-30'-56''$ east, 180.32 feet to a point bearing south $0^{\circ}-29'-07''$ east, 152.03 feet distant from station 158 \angle 87.24 of said main base line; thence extends north $89^{\circ}-30'-53''$ east, 934.12 feet to a point on the northwesterly street line of Althea Street in the Town of West Springfield; thence extends north $63^{\circ}-53'-26''$ east, 77.75 feet to a point bearing south $0^{\circ}-29'-07''$ east, 118.41 feet distant from station 168 \angle 91.46 of the said main base line; thence extends north $89^{\circ}-30'-53''$ east, 115.62 feet to a point on the westerly street line of Riverdale Road, said point bearing south $0^{\circ}-29'-07''$ east, 118.41 feet distant from station 170 \angle 07.07 of said main base line; thence extends south $73^{\circ}-34'-21''$ east, 108.60 feet to a point on the easterly street line of Riverdale Road bearing south $23^{\circ}-15'-21''$ east, 131.71 feet distant from station 170 \angle 47.44 of said main base line; thence extends north $23^{\circ}-15'-21''$ west, 304.39 feet along the easterly street line of said Riverdale Road; thence extends north $89^{\circ}-30'-53''$ east, 567.00 feet to a point on the Connecticut River, said point being the end of the taking.

The westerly end of the express toll highway taking is defined by a line beginning at a point on the property of Arnold L. & Violet P. Imshaug in the Town of West Springfield, said point bearing south $0^{\circ}-11'-23''$ east, 200.00 feet distant from station 123 \angle 00.00 of the main base line hereinbefore described, said point being at the beginning of the southerly location line hereinbefore described; thence extends north $0^{\circ}-11'-23''$ west, 400.00 feet to a point at the beginning of the northerly location line hereinbefore described, said point bearing north $0^{\circ}-11'-23''$ west, 200.00 feet distant from station 123 \angle 00.00 of said main base line.

The easterly end of the express toll highway taking is defined by an irregular line beginning at a point on the land of Rudolph W. & Eugenia Leske in the Town of West Springfield, said point being the end of the northerly location line hereinbefore described; thence extends in a southerly direction along the mesne low water line of the Connecticut River approximately 1,048.00 feet to a point at the end of the southerly location line hereinbefore described, said point being on the land of Gordon B. & Blanche A. Agnoli.

The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the taking, hereinbefore described.

Access to and egress from the express toll highway is restricted, being permitted across the location and taking lines, hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter specified:

1. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the line defining the westerly end of the taking as hereinbefore described.

2. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the following section of the southerly location line hereinbefore described.

From a point on the said southerly location line of the express toll highway, said point bearing south $23^{\circ}-15'-21''$ east, 131.71 feet distant from station 170 / 47.44 of the main base line of the express toll highway, hereinbefore described, thence extends north $23^{\circ}-15'-21''$ west, 211.22 feet to a point bearing north $23^{\circ}-15'-21''$ west, 79.51 feet distant from station 170 / 47.44 of said main base line.

3. Access to and egress from, said express toll highway is allowed subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines of a portion of land in West Springfield described as follows:

Beginning at a point on the easterly street line of Riverdale Road in the Town of West Springfield, said point also being on the southerly location line of the express toll highway, hereinbefore described, and said point bearing north $23^{\circ}-15'-21''$ west, 79.51 feet distant from station 170 / 47.44 of the main base line of the express toll highway, hereinbefore described, thence extends south $89^{\circ}-30'-53''$ west, 99.73 feet to a point on the westerly street line of said Riverdale Road; thence extends along said Riverdale Road north $25^{\circ}-10'-34''$ west, 122.76 feet to a point; thence extends north $22^{\circ}-47'-01''$ west, 178.19 feet to a point; thence extends in a northerly direction by a curve to the right of 1,989.09 feet radius, 584.30 feet to a point; thence extends north $84^{\circ}-34'-08''$ east, 95.22 feet to a point on the easterly street line of said Riverdale Road; thence extends in a southerly southeasterly direction by a curve to the left of 2,150.00 feet radius, 605.42 feet to a point of tangent; thence extends south $23^{\circ}-15'-21''$ east, 200.36 feet to the point of beginning.

4. Access to and egress from said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the following section of the northerly location line of the express toll highway, hereinbefore described:

Beginning at a point on the westerly street line of Riverdale Road in the Town of West Springfield, said point bearing south $84^{\circ}-34'-08''$ west, 33.04 feet distant from station 14 / 92.62 of the Riverdale Road auxiliary base line, as described in the Massachusetts Department of Public Works State Highway Layout of 1942; thence extends along said Riverdale Road south $5^{\circ}-25'-52''$ east, 585.38 feet to a point; thence extends north $84^{\circ}-34'-08''$ east, 92.35 feet to a point on the easterly street line of said Riverdale Road.

5. Access to and egress from said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority across the lines of a portion of land in the Town of West Springfield described as follows:

Beginning at a point on the northerly location line of the express toll highway, hereinbefore described, said point being on the easterly street line of Riverdale Road in the Town of West Springfield, and said point bearing north $84^{\circ}-34'-08''$ east, 58.75 feet distant from station 20 / 78.00 of the auxiliary base line for Riverdale Road, as described in the Massachusetts Department of Public Works State Highway Layout of 1942; thence extends south $7^{\circ}-07'-19''$ east, 100 / feet to a point on the said easterly street line of said Riverdale Road.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to change the location of a portion of a public highway in the Town of West Springfield, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose (hereinafter referred to sometimes as the Althea Street Relocation taking) is for establishing a new location for a portion of Althea Street, in the Town of West Springfield, said road being southerly of and abutting the southerly location line hereinbefore described.

The taking for the relocation of Althea Street is more fully described as follows:

Auxiliary base line "G" begins at a point on the center of existing Riverdale Road, said point being shown on the plan hereinafter referred to as station 0 / 00.00 of said base line "G". Auxiliary base line "G" thence extends south $70^{\circ}-20'-00''$ west, 108.76 feet to a point, shown on said plan as station 1 / 08.76; thence extends in a northwesterly direction by a curve to the right of 50.00 feet radius, 55.85 feet to a point of tangent, shown on said plan as station 1 / 64.61; thence extends north $45^{\circ}-40'-00''$ west, 222.00 feet to a point of curve, shown on said plan as station 3 / 84.61.

The taking line for said Althea Road taking begins at a point on the southerly location line, hereinbefore described, said point bearing south $26^{\circ}-06'-34''$ east, 150.87 feet distant from station 167 / 89.48 of the main base line of the express toll highway, hereinbefore described. The taking line for said Althea Street taking thence extends south $26^{\circ}-06'-34''$ east, 50.00 feet to a point; thence extends south $63^{\circ}-53'-26''$ west, 14.69 feet to a point; thence extends south $45^{\circ}-40'-00''$ east, 216.14 feet to a point of curve; thence extends in a southeasterly direction by a curve to the left of 15.00 feet radius, 16.76 feet to a point of tangent; thence extends north $70^{\circ}-20'-00''$ east, 64.31 feet to a point on the westerly street line of existing Riverdale Road; thence extends along said street line south $19^{\circ}-40'-00''$ east, 70.00 feet to a point; thence extends south $70^{\circ}-20'-00''$ west, 64.89 feet to a point of curve; thence extends in a northwesterly direction by a curve to the right of 85.00 feet radius, 94.95 feet to a point of tangent; thence extends north $45^{\circ}-40'-00''$ west, 248.41 feet to a point on the southerly street line of existing Althea Street; thence extends south $71^{\circ}-39'-56''$ west, 66.86 feet to a point; thence extends north $18^{\circ}-20'-04''$ west, 50.00 feet to a point on the northerly street line of existing Althea Street; thence extends north $71^{\circ}-39'-56''$ east, 115.00 feet to a point on the said southerly location line; thence extends north $63^{\circ}-53'-26''$ east, 37.00 feet to the point of beginning.

The lines defining the aforesaid Althea Street taking are further defined by bounds set at angle points and points of curvature.

Also in connection with the construction, maintenance, repair and operation of the express toll highway, hereinbefore described, it is necessary to change the location of a portion of a public highway in the Town of West Springfield.

The taking for this purpose (hereinafter referred to sometimes as the Prospect Avenue Relocation taking) is for establishing a new location for a portion of Prospect Avenue north of and abutting the northerly location line hereinbefore described.

The taking for the relocation of Prospect Avenue is more fully described as follows:

Auxiliary base line "E" begins at a point on existing Highland Avenue in the Town of West Springfield and is shown on the plan hereinafter referred to as station 0 / 00.00 of said auxiliary base line "E". Auxiliary base line "E" thence extends due south, 617.78 feet to a point of curve, shown on said plan as station 6 / 17.78; thence extends in a southwesterly direction by a curve to the right of 600.00 feet radius, 720.61 feet to a point of tangent, shown on said plan as station 13 / 38.39; thence extends south $68^{\circ}-48'-47''$ west, 61.61 feet to a

point, shown on said plan as station 14 / 00.00, said point also bearing north $21^{\circ}-11'-13''$ west, 115.04 feet distant from station 41 / 07.37 of base line "A", hereinbefore described.

The taking line for said Prospect Avenue taking begins at a point on the northerly street line of Highland Avenue in the Town of West Springfield, said point shown on the plan hereinafter referred to as station 0 - 14.16 of base line "E", hereinbefore described. The taking line for said Prospect Avenue relocation thence extends along said street line south $85^{\circ}-26'-00''$ east, 50.16 feet to a point; thence extends south thence southwest, 50.00 feet distant from and parallel to said base line "E" to a point on the northerly location line, hereinbefore described, bearing south $63^{\circ}-58'-00''$ east, 50.00 feet distant from station 8 / 90.40 of said base line "E"; thence extends in a southwesterly direction along said northerly location line by a curve to the right of 650.00 feet radius, 304.46 feet to a point bearing north $21^{\circ}-11'-13''$ west, 90.04 feet distant from station 43 / 47.52 of base line "A", hereinbefore described; thence extends south $68^{\circ}-48'-47''$ west, 240.15 feet to a point; thence extends north $21^{\circ}-11'-13''$ west, 49.50 feet to a point; thence extends north $68^{\circ}-48'-47''$ east, 90.97 feet to a point of tangent; thence extends in a northeasterly direction by a curve to the left of 1,013.60 feet radius, 25.01 feet to a point bearing north $26^{\circ}-34'-48''$ west, 21.63 feet distant from station 12 / 81.91 of said base line "E"; thence extends north $15^{\circ}-33'-13''$ west, 28.94 feet to a point bearing north $27^{\circ}-09'-24''$ west, 50.00 feet distant from station 12 / 75.88 of said base line "E"; thence extends in a northeasterly thence northerly direction 50.00 feet distant from and parallel to said base line "E" to a point bearing due west, 50.00 feet distant from station 6 / 17.78 of said base line "E"; thence extends due north 635.93 feet to a point on the northerly street line of said Highland Avenue; thence extends south $85^{\circ}-26'-00''$ east, 50.16 feet to the point of beginning.

The lines defining the aforesaid Prospect Avenue taking are further defined by bounds set at angle points and points of curvature.

Further in connection with the construction, maintenance, repair and operation of the express toll highway, hereinbefore described, it is necessary to relocate a water line, made necessary by the location of said express toll highway. For the purpose of relocating said water line two permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority, one being on the land of Margaret L. & Anna T. O'Connor, designated on the plan of said taking as Parcel E-15, and one being on the land of Arthur F. Guenther, designated on the plan of said taking as Parcel E-14.

Said easements are more fully described as follows:

Beginning at a point bearing due east, 50.00 feet distant from station 4 / 40.02 of the auxiliary base line "E" of the Parker Avenue Relocation taking, hereinbefore described; thence extends north $85^{\circ}-53'-31''$ east, 312.59 feet to a point; thence extends in a southwesterly direction by a curve to the left of 610.00 feet radius, 20.00 feet to a point; thence extends south $85^{\circ}-53'-31''$ west, 313.04 feet to a point; thence extends due north, 20.00 feet to the point of beginning.

A permanent drainage easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land, designated on the plan herein-after referred to as Parcel DE-3, south of the southerly location line of the express toll highway hereinbefore described, and abutting the taking line of the Althea Street taking, hereinbefore described.

Said permanent drainage easement consists of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches, together with the right to flow water thereon.

Said permanent drainage easement is more fully described as follows:

Beginning at a point on the taking line of the Althea Street taking, hereinbefore described, said point bearing south $44^{\circ}-20'-00''$ west, 35.00 feet distant from station 2 / 35.00 of auxiliary base line "G", hereinbefore described; thence extends south $44^{\circ}-20'-00''$ west, 35.00 feet to a point; thence extends north $45^{\circ}-40'-00''$ west, 105.00 feet to a point bearing south $44^{\circ}-20'-00''$ west, 70.00 feet distant from station 3 / 40.00 of said base line "G"; thence extends north $44^{\circ}-20'-00''$ east, 35.00 feet to a point on the taking line for said Althea Street taking, said point bearing south $44^{\circ}-20'-00''$ west, 35.00 feet distant from station 3 / 40.00 of said base line "G"; thence extends south $45^{\circ}-40'-00''$ east, 105.00 feet to the point of beginning.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority, in two parcels of land included within the limits of the Prospect Avenue Relocation taking, hereinbefore described, and designated on the plan of said taking as Parcels E-11, and E-13, in the Town of West Springfield, said easements consisting of the right to alter, reconstruct and/or relocate that portion of Parker Avenue and that portion of Highland Avenue in the Town of West Springfield included in said parcels, said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the express toll highway, hereinbe-

fore described, or the aforesaid alteration, reconstruction and/or relocation of Parker Avenue.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, designated on the plan of said taking as Parcel E-12, in the Town of West Springfield, said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land.

Permanent easements are hereby taken, in behalf of the Massachusetts Turnpike Authority in two parcels of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-16 and E-17, in the Town of West Springfield, said easements consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of passages under two bridges and appurtenant structures, which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Althea Street Relocation taking, hereinbefore described, and designated on the plan of said taking as Parcel E-18, in the Town of West Springfield, said easement consisting of the right to alter, reconstruct and/or relocate that portion of Althea Street in the Town of West Springfield included in said parcel. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, or the aforesaid alteration, reconstruction, and/or relocation of Althea Street.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-19, in the Town of West Springfield, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A temporary easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land, rectangular in shape, adjoining and abutting the northerly location line of the express toll highway, hereinbefore described, 65.00 feet in length along said northerly location line, and 40.00 feet in depth opposite station 29 / 16.32 of the auxiliary base line "B" of the express toll highway, hereinbefore described, and designated on the plan hereinafter referred to as Parcel RT-1. Said temporary easement consists of the right to enter and use said land for the purpose of removing a structure located thereon. Said temporary easement is to continue until as long as it is necessary, in the opinion of the Massachusetts Turnpike Authority, for the removal of said structure.

The aforesaid express toll highway taking, Althea Road Relocation taking, and Parker Avenue Relocation taking, are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway, known as 'MASSACHUSETTS TURNPIKE' in the Town of WEST SPRINGFIELD, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY

Date: August 4, 1955

Scale: 1" = 40', and attested copy

of which is to be recorded with this order of taking in the office of the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:


<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
15-A	Arnold L. & Violet P. Imshaug	4.75 Ac.	\$1.00
16	John F. & Mary H. Slowick	1.64 Ac.	1.00
17	Anthony J. & Josephine C. Slowick	1.85 Ac.	1.00
18	Edward S. & Eleanor Kalis	0.24 Ac.	1.00
19	Joseph A. & Sophie C. Niedzielski	0.91 Ac.	1.00
20	Fred M. & Mary R. Joy	2.34 Ac.	1.00
21	Annie E. Noonan	3.01 Ac.	1.00
22	George A. Bressett	17.59 Ac.	1.00
23	Justina & Nestor Shoost	0.55 Ac.	1.00
24	George J. & Ida H. Schmaelzle	0.51 Ac.	1.00
25	John J., Jr. & Theresa M. Cavanaugh	1.28 Ac.	1.00
26	Wilfred & Lucille D. Brown	16.96 Ac.	1.00
27	Mary Barnes	0.48 Ac.	1.00
28	Myron L. & Alice L. Brown	17.94 Ac.	1.00
29	Carl H. & Dorothy E. Stender	1.20 Ac.	1.00
30	Everett & Alice O'Connor	0.80 Ac.	1.00
31	Paul D. & Irene O'Connell	0.17 Ac.	1.00
32	Edmond C. & Phyllis E. Gagnon	0.30 Ac.	1.00
33	Aurelio, Arnold, & Libero Boido	0.34 Ac.	1.00
34	Edward J. & Anna M. Przybyla	0.76 Ac.	1.00
35	Albert & Jennia Maria	0.22 Ac.	1.00
36	Francis & Helen V. Kennedy	0.22 Ac.	1.00
37	Frank L. & Sophia M. Celustka	0.51 Ac.	1.00
38	Joanne S. Sincock	3.47 Ac.	1.00
39	Michael A. Janick; Helen V. & Walter Maslauskas	0.46 Ac.	1.00
40	Aurelio, Arnold & Libero Boido	2312 Sq.Ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
41	Frank & Rose Barszczewski	0.32 Ac.	\$1.00
42	Manuel & Viola A. Lopes	0.44 Ac.	1.00
43	Frank & Rose Barszczewski	334 Sq. Ft.	1.00
44	Myron L. & Alice L. Brown	0.74 Ac.	1.00
45	Myron L. & Alice L. Brown	2.06 Ac.	1.00
46	Arthur F. Guenther	0.93 Ac.	1.00
47	Blanche M. Spooner	179 Sq. Ft.	1.00
48	Guy M. & Doris W. Ridgeway & Bertha B. Hubbard & Rebecca H. Crowell	0.34 Ac.	1.00
49	Guy M. & Doris W. Ridgway	0.29 Ac.	1.00
50	Norman D. & Melvia E. Brown	0.14 Ac.	1.00
51	Blanche M. Spooner	0.76 Ac.	1.00
52	Raymond T. & Georgia L. Brown	0.36 Ac.	1.00
53	Blanche M. Spooner	0.11 Ac.	1.00
54	Nora G. Noonan	0.27 Ac.	1.00
55	Elver W. & Mabel E. Oppenheimer	0.14 Ac.	1.00
56	Arthur F. Guenther	0.34 Ac.	1.00
57	Margaret L. & Anna T. O'Connor	0.14 Ac.	1.00
58	Francis R. & Gladys T. Spillane	4250 Sq. Ft.	1.00
59	Rudolph W. & Eugenia Leske	4.45 Ac.	1.00
60	Myron L. & Alice L. Brown	10.32 Ac.	1.00
61	Margaret E. Thompson	0.19 Ac.	1.00
63	Gordon B. & Blanche A. Agnoli	3.48 Ac.	1.00
64	Chester C. & Josephine B. Webb	17 Sq. Ft.	1.00
65	Edward H. & Minnie N. Sackett	2813 Sq. Ft.	1.00
66	Bessie H. Ross	0.21 Ac.	1.00

be relocated as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the offices of the County Commissioners of Worcester County and in the office of the Clerk of the Town of West Springfield certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the express toll highway takings as shown on said plan were taken as and for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocations in connection therewith by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this fourth day of August, 1955.


Chairman


Vice Chairman


Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1955

West Springfield



STATE HIGHWAY LAYOUT #87-1
I-90, Mass. Pike, relocation of Althea St. near Riverdale Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 54 PAGE 1.

INDEXING

STATE HIGHWAY LAYOUT #87-1

Image Info SH70033 West Springfield

Image Info SH70033 Althea Street

Image Info SH70033 I-90

Image Info SH70033 Mass. Pike

Image Info SH70033 Riverdale Road

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 87, Alteration No. 1

Hampton SS.

~~X City~~/Town West Springfield

November 25, 1955 10:55 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 3, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of West Springfield, as shown on said plan.

Attest:

Edward G. Shea

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 87
Alteration No. 1
Town of West Springfield
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of August 4, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the State Department of Public Works on November 19, 1953, did locate as an express toll highway, a road in the Town of West Springfield, County of Hampden, and did change the location of a portion of two public highways in the Town of West Springfield, as shown on plans of said express toll highway in said Town of West Springfield, on file in the office of the Massachusetts Turnpike Authority, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the Clerk of the Town of West Springfield; and

WHEREAS, it now appears advisable to make certain changes in the relocation of Althea Street in the Town of West Springfield;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952, that the relocation of Althea Street in the Town of West Springfield as described in Order of Taking No. 87 and as described and shown in the plan therein referred to, recorded in the Registry of Deeds for Hampden County in book 2408 at page 587, be altered as hereinafter described.

The auxiliary base line "G" begins at a point on the center of existing Riverdale Road, said point being shown on the plan hereinafter referred to as station 0 + 00.00, which corresponds with station 35 + 20.00 of auxiliary base line "D", also shown on the plan hereinafter referred to. Auxiliary base line "G" thence extends south 70°-20'-00" west, 108.76 feet to a point shown on said plan as station 1 + 08.76; thence extends in a northwesterly direction by a curve to the right of 50.00 feet radius, 55.85 feet to a point of tangent, shown on said plan as station 1 + 64.61; thence extends north 45°-40'-00" west, 221.99 feet to a point of curve, shown on said plan as station 3 + 36.60; thence extends in a southwesterly direction by a curve to the left of 60.00 feet radius, 65.63 feet to a point of tangent, shown on said plan as station 4 + 52.23; thence extends south 71°-39'-56" east, 56.79 feet to a point shown on said plan as station 5 + 09.02.

The taking line for the said Althea Street taking begins at a point on the southerly street line of existing Althea Street, said point bearing south 4°-24'-42" west, 24.04 feet distant from station 4 + 37.96 of auxiliary base line "G" hereinbefore described; thence extends north 71°-39'-56" east, 1.60 feet to a point bearing south 2°-15'-19" west, 23.63 feet distant from station 4+35.39 of said auxiliary base line "G"; thence extends south 45°-40'-00" east, 248.41 feet to a point bearing south 44°-20'-00" west, 35.00 feet distant from station 1 + 64.61 of said auxiliary base line "G"; thence extends, on a curve to the left of 85.00 feet radius, 94.95 feet to a point bearing south 19°-40'-00" east, 35.00 feet distant from station 1 + 08.76 of said auxiliary base line "G"; thence extends south 70°-20'-00" west, 26~~4~~ feet to a point bearing south 19°-40'-00" east, 42.29 feet distant from station 1 + 36.09 of said auxiliary base line "G"; thence extends by a curve to the right of 95.00 feet radius, 117.80 feet to a point bearing south 51°-22'-51" west, 63.75 feet distant from station 1 + 88.85 of said auxiliary base line "G"; thence extends north 38°-37'-09" west, 218.76 feet to the point of beginning.

A permanent drainage easement is hereby taken in a parcel of land southwesterly of and adjacent to Parcel DE-3, as described in Order of Taking No. 87, hereinbefore referred to. Said easement consists of the right to enter upon said land at any time to construct thereon and to maintain and use drainage structures and ditches, together with the right to clean and straighten any water courses located thereon. Said permanent drainage easement is designated on the plan hereinafter referred to as Parcel DE-3A.

Said permanent drainage easement is more fully described as follows:

Parcel DE-3A begins at a point bearing south 44°-20'-00" west, 70.00 feet distant from station 2 + 35.00 of auxiliary base line "G" hereinbefore described; thence extends south 44°-20'-00" west, 12.98 feet to a point; thence extends north 38°-37'-09" west, 105.80 feet to a point bearing south 44°-20'-00" west, 70.00 feet distant from station 3 + 40.00 of said auxiliary base line "G"; thence extends south 45°-40'-00" east, 105.00 feet to the point of beginning.

The aforesaid Althea Street relocation takings and permanent drainage easement taking are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of West Springfield, Hampden County, as prepared by the Massachusetts Turnpike Authority Date: **November 3, 1955**, Scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owners</u>	<u>Area</u>	<u>Award</u>
69A	Robert T. McGovern	2625 sq.ft.	\$1.00
70A	Harry W. & Marguerite W. Young	2960 sq.ft.	1.00
DE-3A	Robert T. McGovern	675 sq.ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of the land taken as aforesaid are hereby required to remove their personal property from the premises on or before the **twenty-fourth** day of **December**, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said Althea Street alteration takings and drainage easement takings be located and constructed as described herein and as shown and described on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County, and in the office of the Clerk of the

Town of West Springfield, certified copies of said plan, signed by at least a majority of the members of the MASSACHUSETTS TURNPIKE AUTHORITY attesting that the location of the Althea Street alteration and drainage easement takings, as shown on said plan, were taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this **third**

day of **November,**

1955.

William F. Callahan
Chairman

Benjamin A. Hunt
Vice Chairman

John R. Keen
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1956

West Springfield



STATE HIGHWAY LAYOUT #87-2
I-90, Mass. Pike, ramp on Riverdale Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGE 30.

INDEXING

STATE HIGHWAY LAYOUT #87-2

Image Info SH70034 West Springfield

Image Info SH70034 I-90

Image Info SH70034 Mass. Pike

Image Info SH70034 Riverdale Road

Dr. J. J. Schuchman
SECRETARY - TREASURER

J. Henry Leon
Howard, Needles, Tammen & Bergendoff

Plan for the location of
EXPRESS TOLL HIGHWAY
known as
"MASSACHUSETTS TURNPIKE"
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
Date: *January 19, 1935*
Scale: 40 feet to the inch
J. A. Kierulff
Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 87, Alteration 2

Hampden SS.

~~CITY~~/Town West Springfield

February 17, 19 56

11:30 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated January 19, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of West Springfield, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 87
Alteration No. 2
Town of West Springfield
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of August 4, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the State Department of Public Works on November 19, 1953, did locate as an express toll highway, a road in the Town of West Springfield, County of Hampden, as shown on a plan of said express toll highway, on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the county commissioners of said county of Hampden at Springfield, and in the office of the Clerk of the Town of West Springfield;and

WHEREAS, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the Town of West Springfield;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952, that the northerly location line of the express toll highway in the Town of West Springfield as described in Order of Taking No. 87 and as described and shown in the plan therein referred to, recorded in the Registry of Deeds for Hampden County, in book 2408 at page 587, be altered, as hereinafter described.

The northerly location line of the express toll highway in the Town of West Springfield, County of Hampden, as described in Order of Taking No. 87, hereinbefore referred to, is hereby altered, beginning at a point on said northerly location line, as described in said Order of Taking No. 87, bearing south $85^{\circ}-54'-38''$ west, 91.00 feet distant from station 53+57.62 of auxiliary base line C as described in Order of Taking No. 87 and as shown on a plan hereinafter referred to. From said point of beginning, the altered northerly location line extends north $85^{\circ}-54'-38''$ east, 63.75 feet to a point bearing south $85^{\circ}-54'-38''$ west, 27.25 feet distant from station 53+27.25 of said auxiliary base line C; thence extends north $5^{\circ}-25'-52''$ west, 53.24 feet to a point bearing south $89^{\circ}-41'-06''$ west, 33.85 feet distant from station 54+09.92 of the said auxiliary base line C; thence extends south $89^{\circ}-41'-06''$ west, 20.08 feet to a point on said westerly street line of Riverdale Road bearing north $89^{\circ}-41'-06''$ east 13.77 feet distant from station 54+09.92 of said auxiliary base line C.

The line defining the altered northerly location of the aforesaid express toll highway is further defined by bounds set at angle points and at the beginning and end of said alteration.

The provisions in the aforesaid Order of Taking No. 87 relative to access to and egress from the express toll highway shall apply to the northerly location line of said express toll highway, as hereby altered and shall not apply to the northerly location line of the aforesaid express toll highway as described in said Order of Taking No. 87 between a point on said northerly location line

bearing north $85^{\circ}-54'-38''$ east, 91.00 feet distant from station 53+57.62 of auxiliary base line C of the express toll highway hereinbefore referred to and a point of said westerly street line of Riverdale Road, said point bearing north $89^{\circ}-41'-06''$ east, 13.77 feet distant from station 54+09.92 of said auxiliary base line C of the express toll highway.

The aforesaid express toll highway alteration is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled:

"Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of West Springfield, Hampden County, as prepared by the Massachusetts Turnpike Authority, Scale 40 feet to the inch, Date: January 19, 1956 , " an attested copy of which is to be recorded with the Alteration to Order of Taking No. 87 in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

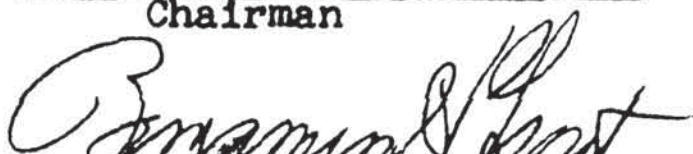
Voted, That the northerly location line of the express toll highway in the Town of West Springfield, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of West Springfield certified copies of said plan, signed by at least a majority of the members

1956 O. of T. in West Springfield No. 87, Alteration No. 2 Page 4.

of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this nineteenth day of January, 1956.

Chairman



Vice Chairman



Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1956

West Springfield



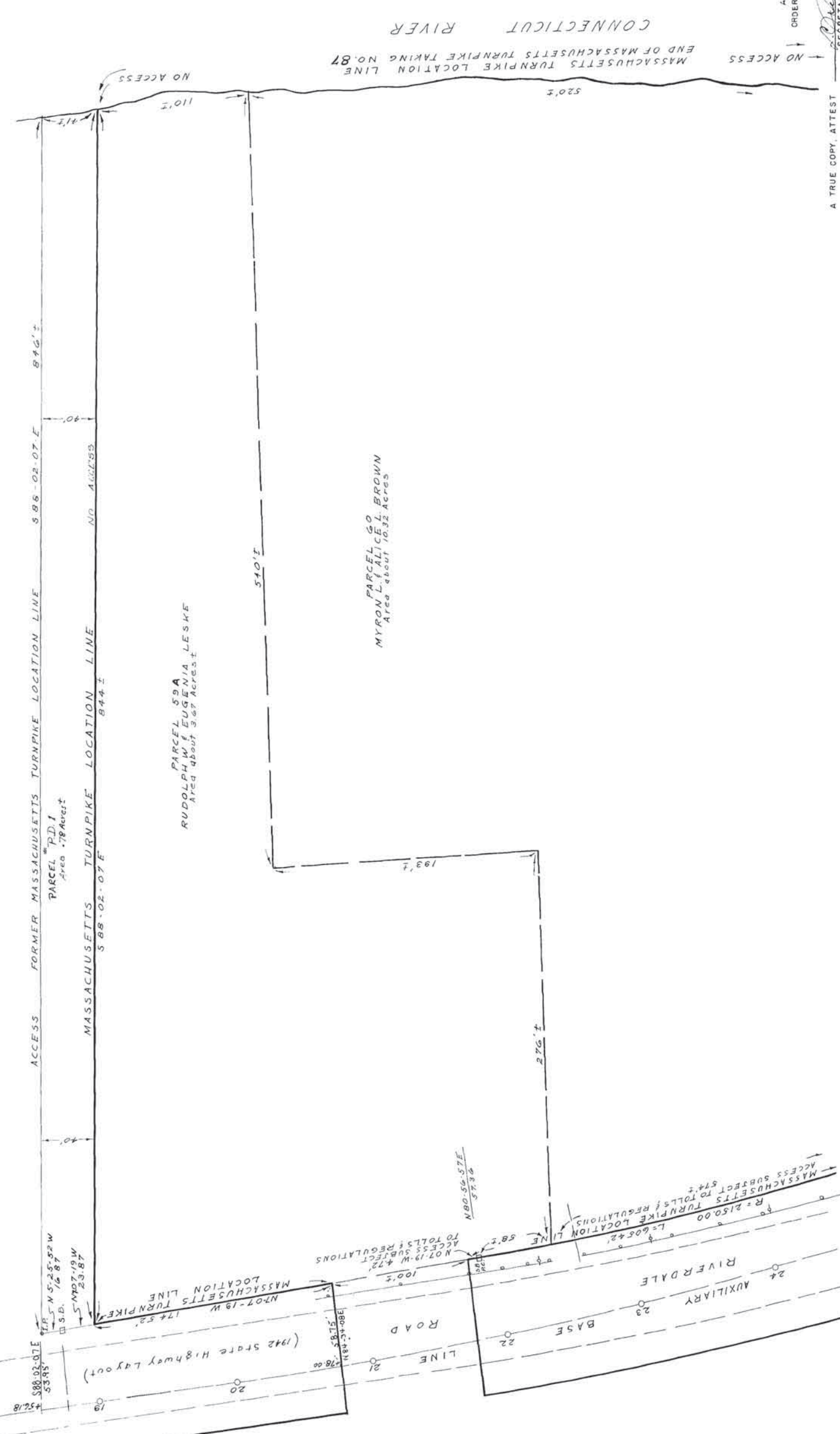
STATE HIGHWAY LAYOUT #87-3
I-90, Mass. Pike, takings on Connecticut River.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGES 8.

INDEXING

STATE HIGHWAY LAYOUT #87-3

- Image Info SH70035 West Springfield
- Image Info SH70035 Connecticut River
- Image Info SH70035 I-90
- Image Info SH70035 Mass. Pike



NO ACCESS
MASSACHUSETTS TURNPIKE LOCATION LINE
END OF MASSACHUSETTS TURNPIKE TAKING NO. 87

ALTERATION NO. 3
ORDER TAKING NUMBER 87

A TRUE COPY, ATTEST
[Signature]
SECRETARY-TREASURER

Plan for the location of an
Express Toll Highway
known as
MASSACHUSETTS TURNPIKE
in the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY

as prepared by the
MASSACHUSETTS TURNPIKE AUTHORITY
scale 1" = 40'
date November 1st 1956

[Signature]
CHIEF ENGINEER

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

~~CITY~~/TOWN CLERK

Order of Taking No. 87, Alter. 3

~~City~~/Town West Springfield

November 16, 19 56 10:07 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the ~~City~~-Town Clerk of said ~~City~~-Town, to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 1, 19⁵⁶ purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~City~~ town of West Springfield, as shown on said plan.

Attest:

~~City~~-Town Clerk

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 87
Alteration No. 3
Town of West Springfield
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of August 4, 1955, for the purpose of constructing, maintaining, repairing and operating as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, did locate, as an express toll highway, a road in the Town of West Springfield, County of Hampden, as shown on a plan of said express toll highway, on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of West Springfield; and

WHEREAS, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the Town of West Springfield;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary that the northerly location line of the express toll highway in the Town of West Springfield, as described in Order of Taking No. 87 and as described and shown on the plan therein referred to, and recorded in the Registry of Deeds for the County of Hampden, in book 2408 at page 587, be altered as hereinafter described:

The northerly location line of the express toll highway in the Town of West Springfield, County of Hampden, as described in Order of Taking No. 87, hereinbefore referred to, is hereby altered, beginning at a point on said northerly location line, said point being on the easterly side of Riverdale Road and bearing north 07°-07'-19" west, 174.52 feet distant from a point on said northerly location line, the last said point bearing north 84°-34'-08" east, 58.75 feet distant from station 20 + 78.00 of the auxiliary base line of the 1942 state highway layout. From said point of beginning, the altered northerly location line extends south 88°-02'-07" east, 844~~4~~ feet to a point on said northerly location line, said point being on the mesne low water line of the Connecticut River.

The line defining the altered northerly location line of the aforesaid express toll highway is further defined by bounds set at angle points and at the beginning and end of said alteration.

The provisions in the aforesaid Order of Taking No. 87 relative to access to and egress from the express toll highway shall apply to the northerly location line of the express toll highway as hereby altered and shall not apply to the northerly location line of the aforesaid express toll highway as described in said Order of Taking No. 87 between a point on said northerly location line, said point beginning on the easterly side of Riverdale Road where the altered northerly location line begins, hereinbefore described; thence extends north $07^{\circ}-07'-19''$ west, 23.87 feet to a stone bound; thence extends north $05^{\circ}-25'-52''$ west to an iron pipe; thence extends south $85^{\circ}-02'-07''$ east, 346± feet to a point on the mesne low water line of the Connecticut River; thence extends in a southerly direction along said mesne low water line of the Connecticut River 41± feet to a point on the altered northerly location line, as hereinbefore described. Said parcel of land to which the provisions relative to access to and egress from does not apply is shown on a plan hereinafter referred to as Parcel PD-1.

The aforesaid express toll highway alteration is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled:

"Plan for the Location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of West Springfield, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 40', date: December 1, 1961," an attested copy of which is to be recorded with this Alteration No. 3 to Order of Taking No. 87 in the Registry of Deeds for Hampden County at Springfield.

It is therefore

Voted, That the northerly location line of the express toll highway in the Town of West Springfield, County of Hampden, be altered and described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of West Springfield certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this first day of November, 1956.

William F. Tolan
Chairman

Benjamin W. Hunt
Vice Chairman

John R. Kewer
Member

MASSACHUSETTS
TURNPIKE
AUTHORITY

1957

West Springfield



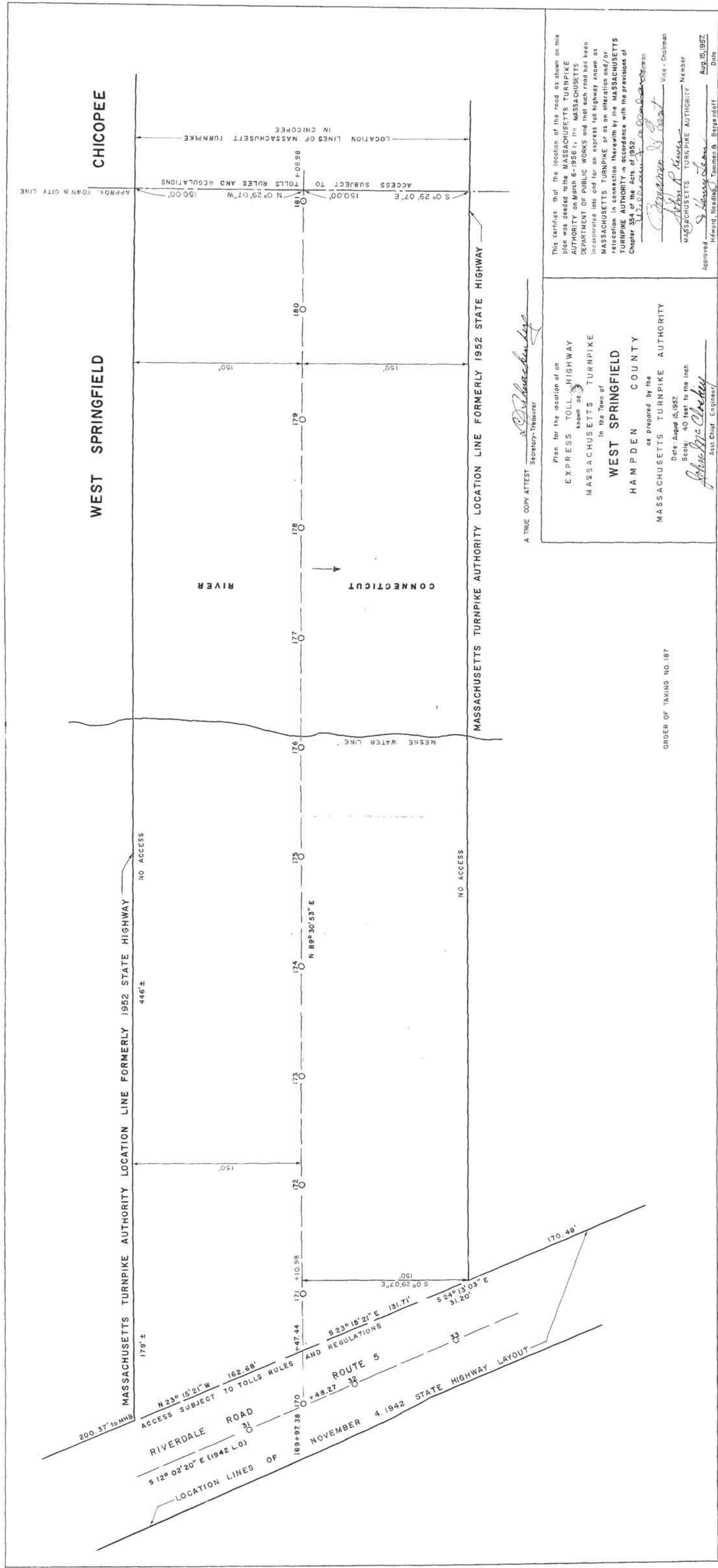
STATE HIGHWAY LAYOUT #187
I-90, Mass. Pike, location lines from Route 5 to Chicopee.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 62 PAGES 16.

INDEXING

STATE HIGHWAY LAYOUT #187

- Image Info** SH70036 West Springfield
- Image Info** SH70036 Chicopee
- Image Info** SH70036 I-90
- Image Info** SH70036 Mass. Pike
- Image Info** SH70036 Route 5
- Image Info** SH70036 Connecticut River



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 187

Hampden SS.

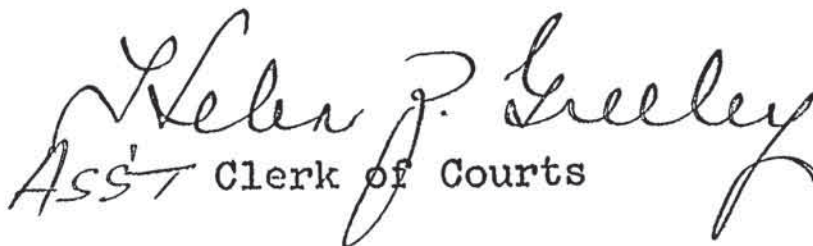
City/Town West Springfield

September 3, 19 57 9:00 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 15, 19 57, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city/town~~ town of West Springfield, as shown on said plan.

Attest:


Asst Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 187
Town of West Springfield
County of Hampden

WHEREAS, the Commonwealth of Massachusetts, Department of Public Works, did grant to the Massachusetts Turnpike Authority, a body politic and a corporate and a public instrumentality, of Boston, a section of an existing state highway in the Town of West Springfield, County of Hampden, by quitclaim deed dated March 6, 1956 and recorded in the Registry of Deeds for Hampden County in Book 2482 at Page 34, and

WHEREAS, it is necessary to incorporate the aforesaid section of highway into the express toll highway, known as "Massachusetts Turnpike," the location of which was approved by the State Department of Public Works on November 19, 1953,

NOW, THEREFORE, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, duly created by Chapter 354 of the Acts of 1952, acting under Section 6 and/or any other section and amendment to the aforesaid Chapter 354 of the Acts of 1952, owner in fee simple of the aforesaid section of highway, does hereby declare that said land is hereby incorporated into the express toll highway, known as "Massachusetts Turnpike" as created under the provisions of Chapter 354 of the Acts of 1952.

For the purpose of constructing, maintaining, repairing and operating as an express toll highway in the Town of West Springfield, County of Hampden, all the land being held in fee simple (including the bridge abutment or abutments and all interest in the superstructure in or upon said abutment or abutments, constructed in or upon said premises) and being shown on a plan hereinafter referred to, excepting and reserving from the rights under the aforesaid deed all easements, licenses and permits for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises, but with the provisions that all said facilities, except high tension lines, so-called, shall be located under the ground and/or in or attached to the bridge.

The express toll highway herein described is for a portion of the "Massachusetts Turnpike," about 1,061.54 feet in length, begins on the northeasterly side of Riverdale Road and extends in an easterly direction to the approximate center of the Connecticut River and dividing line between the Town of West Springfield and City of Chicopee, and is more fully described as follows:

The main base line of the express toll highway, hereinbefore referred to, begins at a point in the northeasterly side line of Riverdale Road, in the Town of West Springfield, said point being shown on the plan hereinafter referred to as station 170 + 47.44. From said point of beginning the main base line extends north $89^{\circ} - 30' - 5''$ east, 1061.54 feet to a point in the center of the Connecticut River, being also the approximate dividing line between the Town of West Springfield and the City of Chicopee, and is shown on said plan as station 18 + 08.93.

The northerly location line of the aforesaid express toll highway begins at a point in the northeasterly side line of Riverdale Road, said point bearing north $23^{\circ} - 15' - 21''$ west, 162.68 feet distant from station 170 + 47.44 of the main base line, hereinbefore described; thence extends in an easterly direction, 150. feet distant from and parallel to said main base about 1126 feet to a point in the center line

of the Connecticut River, being also the approximate dividing line between the Town of West Springfield and the City of Chicopee, said point bearing north $0^{\circ} -29' -07''$ west, 150.00 feet distant from station 181 + 08.98 of said main base line.

The southerly location line of the aforesaid express toll highway begins at a point in the northeasterly side line of Riverdale Road, said point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 171 + 10.98 of the main base line, hereinbefore described; thence extends in an easterly direction, 150.00 feet distant from and parallel to said main base line about 998 feet to a point in the center line of the Connecticut River, being also the approximate dividing line between the Town of West Springfield and the City of Chicopee, said point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 181 + 08.98 of said main base line.

The westerly end of the aforesaid express toll highway is defined by a line beginning at a point in the northeasterly side line of Riverdale Road and in the northerly location line, hereinbefore described, said point bearing north $23^{\circ} -15' -21''$ west, 162.68 feet distant from station 170 + 47.44 of the main base line, hereinbefore described; thence extends south $23^{\circ} -15' -21''$ east, 294.39 feet along said street line to a point bearing south $23^{\circ} -15' -21''$ east, 131.71 feet distant from station 170 + 47.44 of said main base line; thence extends south $24^{\circ} -13' -03''$ east, 31.20 feet along said street line to a point in the southerly location line, hereinbefore described, said point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 171 + 10.98 of said main base line.

The easterly end of the aforesaid express toll highway is defined by a line beginning at a point in the northerly location line and in the center of the Connecticut River and approximate dividing line between the Town of West Springfield and the City of Chicopee, said point bearing north $0^{\circ} -29' -07''$ west, 150.00 feet distant from station 181 + 08.98 of the main base line, hereinbefore described; thence extends south $0^{\circ} -29' -07''$ east, 300.00 feet along said dividing line to a point in the southerly location line, hereinbefore described, said point bearing south $0^{\circ} -29' -07''$ east, 150.00 feet distant from station 181 + 08.98 of said main base line.

The location lines of the express toll highway hereinbefore described are further defined by bounds set thereon at angle points and at the westerly and easterly ends so described.

Access to and egress from the express toll highway is restricted, being permitted across the location lines hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter specified:

Access to and egress from said express toll highway subject to payment of tolls and to rules and regula-

Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends as hereinbefore described.

Nothing in the above access to and egress from provisions, however, is to be construed as limiting the normal use of the waters of the Connecticut River within the location of the express toll highway or across the hereinbefore described northerly and southerly location lines thereof.




The express toll highway, hereinbefore described, is shown on a plan signed by John McCloskey, Ass't. Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of West Springfield, Hampden County as prepared by the Massachusetts Turnpike Authority Date: August 15, 1957, scale: 40 feet to the inch," an attested copy of which is to be recorded with this Order of Taking in the Registry of Deeds for Hampden County, in Springfield.

It is therefore

Voted, that the highway as described herein and as described and shown on said plan is hereby incorporated into the express toll highway; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of West Springfield, copies of this Order of Taking along with a certified copy of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was deeded to the Massachusetts Turnpike Authority and has been incorporated into as and

for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated in Boston this fifteenth day of August , 1957.

 Chairman	Massachusetts Turnpike Authority
 Vice Chairman	
 Member	

1906

West Springfield



Lands taken for State Highway purposes in West Springfield - written document - refers to Hampden County Registry of Deeds Book 701, Page 570.

H.A. Sibley to Mass Highway Commission.

This is a written document
in file folder - Mass Highway
Commission 1898-1911.

INDEXING

Lands taken for State Highway purposes in West Springfield

Image Info SH70037 West Springfield

Image Info SH70037 Sibley, H A

Commonwealth of Massachusetts.

Massachusetts Highway Commission.

15 Ashburton St., Boston.
4 Mt. Vernon Place

Description of Lands Taken for State Highway Purposes

in the Town of WEST SPRINGFIELD, County of Hampden,
 by vote of the Massachusetts Highway Commission laying out said highway
May 1, 1906, filed in the Registry of Deeds for Hampden
 County, _____, District, at Springfield, in accord-
 ance with Chapter 134 of the Acts of 1898. (Sec. 97, Chap. 48,
 Revised Laws)

THIS IS TO CERTIFY that in laying out this section of State highway the follow-
 ing pieces or parcels of land were taken from property now or formerly owned by
 the persons hereinafter shown, said land taken being further shown on a copy of
 a plan signed by the Massachusetts Highway Commission May 1, 1906,
 filed herewith.

From:—

H. A. Sibley.

A strip of land on the south-westerly
 side of the highway, bounded and described
 as follows: Beginning at a point in the
 south-westerly line of the State highway
 laid out in the town of West Springfield
 under date of May 1, 1906, said point being
 about opposite and 25 feet distant from a
 point on the centre line of said State
 highway shown on plan as station 47+60;
 thence in said south-westerly line
 S. 38° 04' 15" E. to a point bearing
 S. 51° 55' 45" W. of and 25 feet distant
 from station 51 on said centre line, which
 marks the end of the 1906 layout; thence
 N. 51° 55' 45" E. for the distance of about
 12 feet to the line of a front fence;
 thence north-westerly in the line of said
 front fence to the point of beginning.
 This strip of land contains about 3340
 square feet.

MASSACHUSETTS HIGHWAY COMMISSION,


 Secretary.

Examined May 16/06. O. W. Lewis.
 Boston, Mass., May 12, 1906.

570

4609

192

H. A. Tibbey
To

Master Highway Comm-

HAMPDEN COUNTY REGISTRY OF DEEDS,

JUN 4 1906

Received H. A. Tibbey, P. M.

Recorded in Book 701, Page 570.

Attest

[Signature]

Register.

1905

West Springfield



Lands taken for State Highway purposes in West Springfield - written document - refers to Hampden County Registry of Deeds Book 691, Page 122.

A.A. Sibley to Mass Highway Commission.

This is a written document
in file folder - Mass Highway
Commission 1898-1911.

INDEXING

Lands taken for State Highway purposes in West Springfield

Image Info SH70038 West Springfield

Image Info SH70038 Sibley, A A

Commonwealth of Massachusetts.

Massachusetts Highway Commission.

4 Mt. Vernon St., Boston.

Description of Lands Taken for State Highway Purposes

in the Town of WEST SPRINGFIELD, County of HAMPDEN,
by vote of the Massachusetts Highway Commission laying out said highway
October 5, 1905, filed in the Registry of Deeds for Hampden
County, , District, at Springfield, in accord-
ance with Chapter 134 of the Acts of 1898. (Sec. 97, Chap. 48,
Revised Laws)

THIS IS TO CERTIFY that in laying out this section of State highway the following pieces or parcels of land were taken from property now or formerly owned by the persons hereinafter shown, said land taken being further shown on a copy of a plan signed by the Massachusetts Highway Commission.....October 5, 1905....., filed herewith.

From : —

A. A. Sibley.

A strip of land on the southerly side of the highway, bounded and described as follows: Beginning at a point in the southerly line of the State highway laid out in West Springfield October 5, 1905, said point being about opposite and 25 feet distant from station 58+33 on the centre line of said State highway; thence N. 84° 40' W. to a point in the line of a front fence, said point being about opposite and 25 feet distant from station 56+88 on said centre line; thence easterly in the line of said front fence to the point of beginning. This strip of land contains about 160 square feet.

Also a strip of land on the southerly side of the highway, bounded and described as follows: Beginning at a point in the southerly line of the State highway laid out in West Springfield October 5, 1905, said point being about opposite and 25 feet distant from station 56+68 on the centre line of said State highway; thence S. 78° 11' W. to a point in the south-easterly location line of the Boston & Albany Railroad, said point being about opposite and 25 feet distant from station 56+08 on said centre line; thence northerly for the distance of about 5.5 feet to the line of a front fence; thence easterly to the point of beginning. This strip of land contains about 200 square feet.

MASSACHUSETTS HIGHWAY COMMISSION.

Examined Oct 11-1905 A. W. Loomis-
Boston, Mass., October 10, 1905.

Secretary.

A. A. Dibley
To

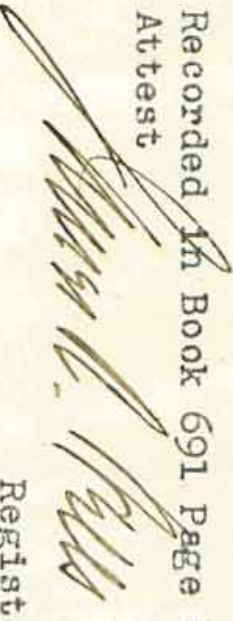
Mass Highway Comm-

HAMFORD COUNTY REGISTRY OF DEEDS.

OCT 26 1905

Received 8 H. 30 M. A. M.

Recorded in Book 691 Page 122.
Attest


Register.

1974

West Springfield



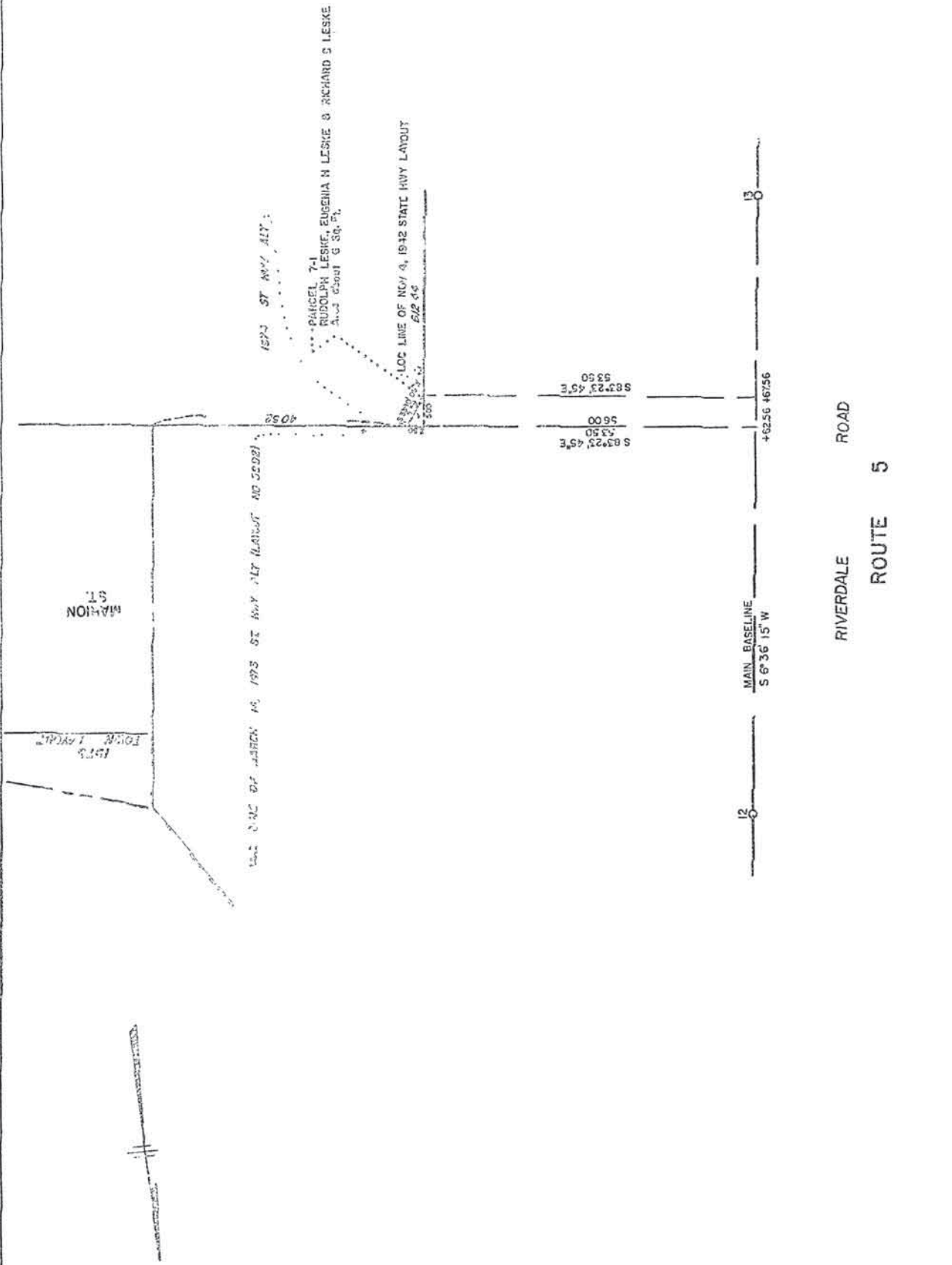
STATE HIGHWAY LAYOUT #6189
Land taken for State Highway purposes in West Springfield on Route 5, aka Riverdale Road.

INDEXING

Land taken for State Highway purposes in West Springfield

- Image Info** SH70039 West Springfield
- Image Info** SH70039 Riverdale Road
- Image Info** SH70039 Route 5

WEST SPRINGFIELD - 1974 ALTERATION - ONE SHEET
FED. AID PROJ. NO.-EHS-U-286 (13)
LAYOUT NO. 6189



A TRUE COPY - ATTEST
John A. Davis
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been shown as shown on this plan and that said highway as shown on this plan has been altered as shown on this plan and that the location of said highway as shown on this plan has been altered as shown on this plan in accordance with Chapter 86B of the General Laws

Alvin E. Shahan
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
In the Town of
WEST SPRINGFIELD
HAMPDEN COUNTY
Department of Public Works
Altered and laid out as a State Highway by the
November 13, 1974
Scale: 20 feet to the inch
John A. Davis
Chief Engineer



West Springfield
L.O. No. 6189 &
Order of Taking

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

November 22, 1974

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of November 13, 1974, alter the location of a section of State highway laid out in the Town of West Springfield in the year 1973.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris
LOLITA C. HARRIS

Secretary.

Public Works Commission

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooo0ooo---

West Springfield
Layout No. 6189
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of November 4, 1942 lay out and take charge of as a State highway, a road in the Town of West Springfield, County of Hampden, being known as Route 5 (Riverdale Road) and, did, under date of March 14, 1973 (L.O. No. 5992) alter the location of Said State highway, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County and in the office of the Town Clerk of said Town; and

Whereas, it now appears advisable to make certain changes in the aforesaid highway location on the easterly side thereof,

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening a portion of the aforesaid State highway location on the easterly side thereof, at Marion Street, and is more fully described as follows:

The main baseline used for the alteration is the baseline of location of the aforesaid 1973 State highway alteration.

The easterly location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid 1973 State highway alteration, said point bearing $S83^{\circ}23'45''E$ and being 56.00 feet distant from Station 12+62.56 of the main baseline hereinbefore referred to and extends thence, leaving said 1973 location line $S33^{\circ}10'09''W$, 5.59 feet to the point of ending thereof on the easterly location line of the aforesaid 1942 State highway layout, said point bearing $S83^{\circ}23'45''E$ and being 53.50 feet distant from Station 12+67.56 of said main baseline.

The location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other General or Special Laws thereto enabling all of the land, not already owned by said Commonwealth, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication) situated in the Town of West Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 7-1 shown on the plan hereinafter referred to, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the Town of West Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid taking are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD IN THE TOWN OF

WEST SPRINGFIELD

HAMPDEN COUNTY

Altered and laid out as a State highway by the

DEPARTMENT OF PUBLIC WORKS

November 13, 1974

Scale: 10 feet to the inch,"

an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by Rudolph Leske, Eugenia H. Leske and Richard S. Leske in their property by reason of the aforesaid taking of Parcel 7-1 containing about 6 square feet, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, an award is made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the

members of the Public Works Commission attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

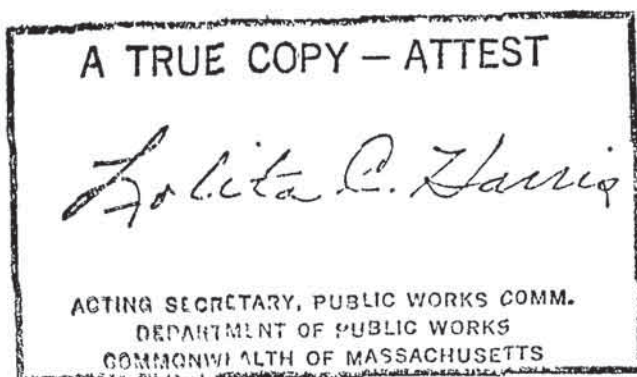
Dated at Boston this thirteenth day of November, 1974.

/s/ Bruce Campbell Members

/s/ Peter E. Donadio of the

/s/ Malcolm E. Graf Public Works

/s/ Thomas E. Barlow Commission



/s/ Theodore C. Palizzolo, Jr.
Layout Engineer

1941

West Springfield



STATE HIGHWAY LAYOUT #3375
Route 5, Riverdale Rd., south of Wayside Ave.
south of Witch Path.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 20 PAGES 20-28.

INDEXING

STATE HIGHWAY LAYOUT #3375

Image Info SH70004 West Springfield

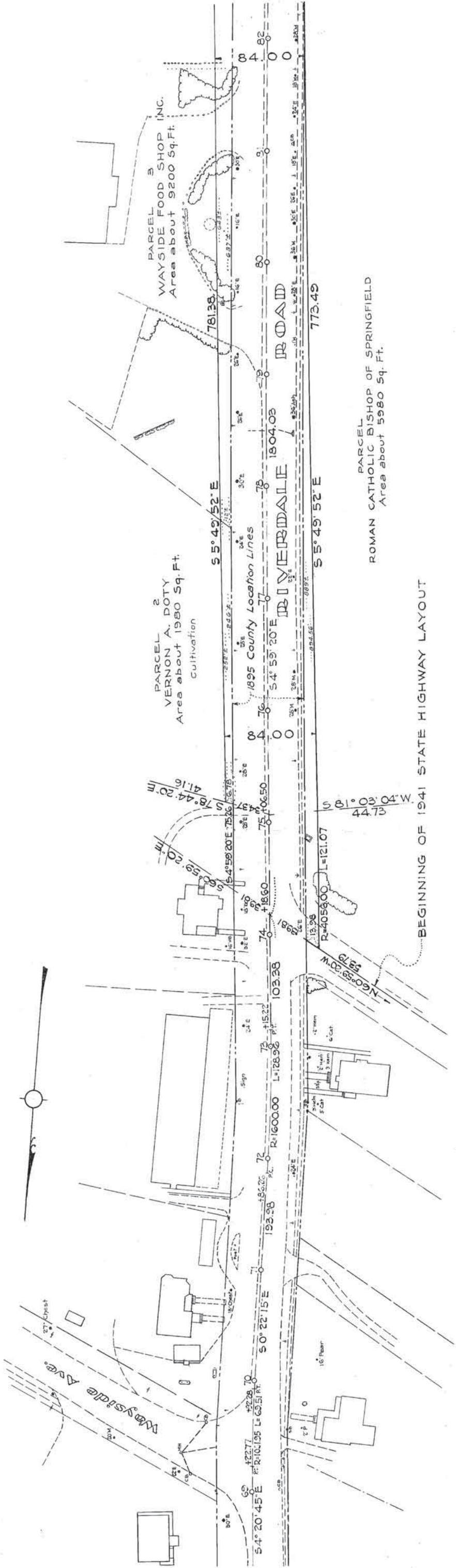
Image Info SH70004 Riverdale Road

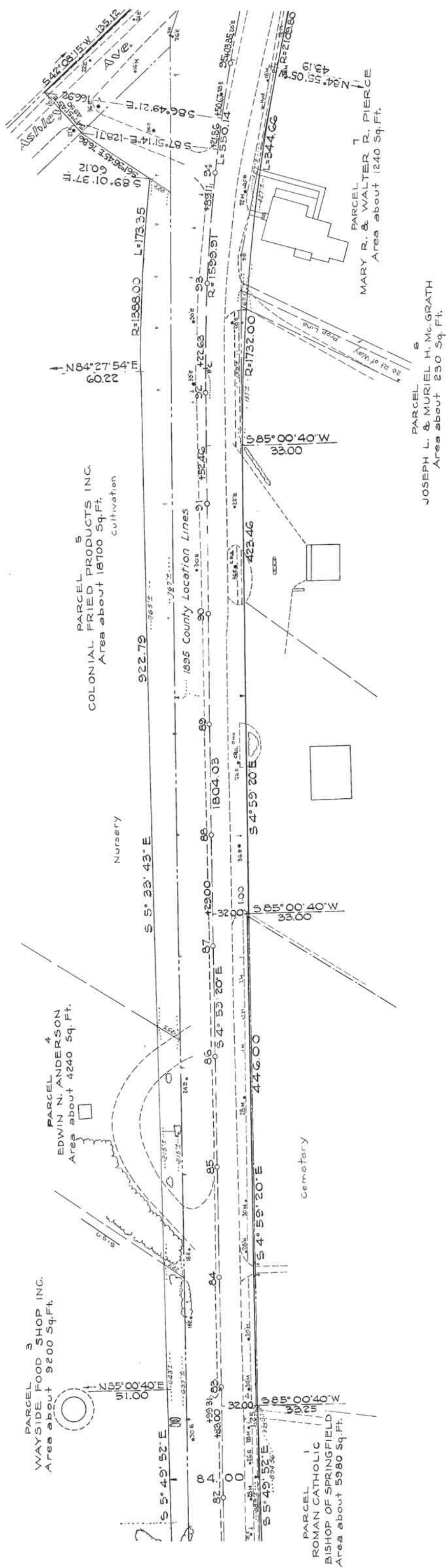
Image Info SH70004 Route 5

Image Info SH70004 Wayside Avenue

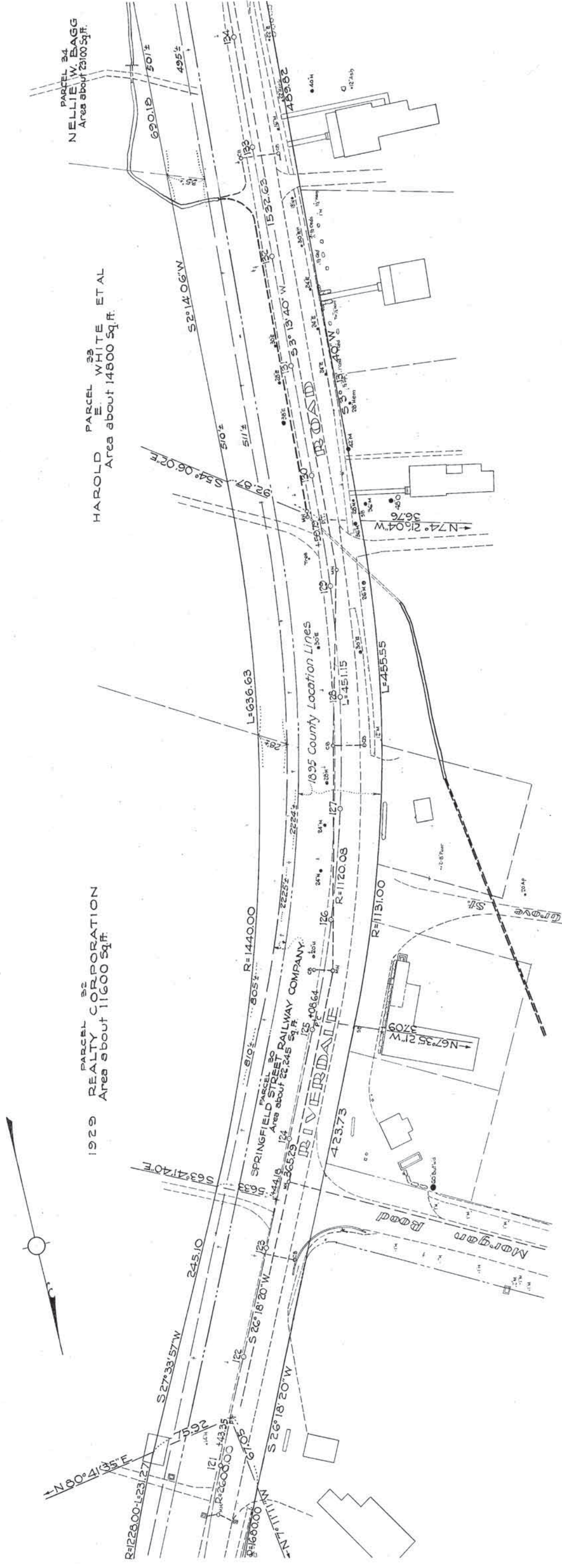
Image Info SH70004 Witch Path

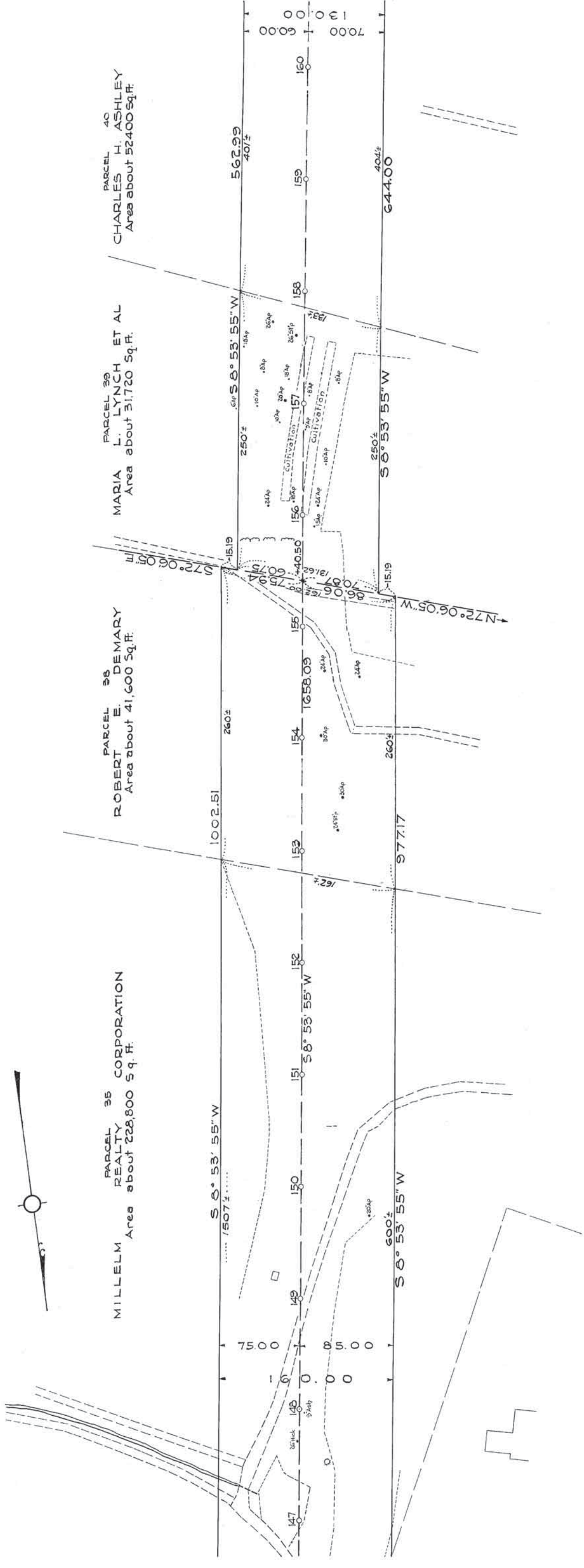
Image Info SH70004 Connecticut River

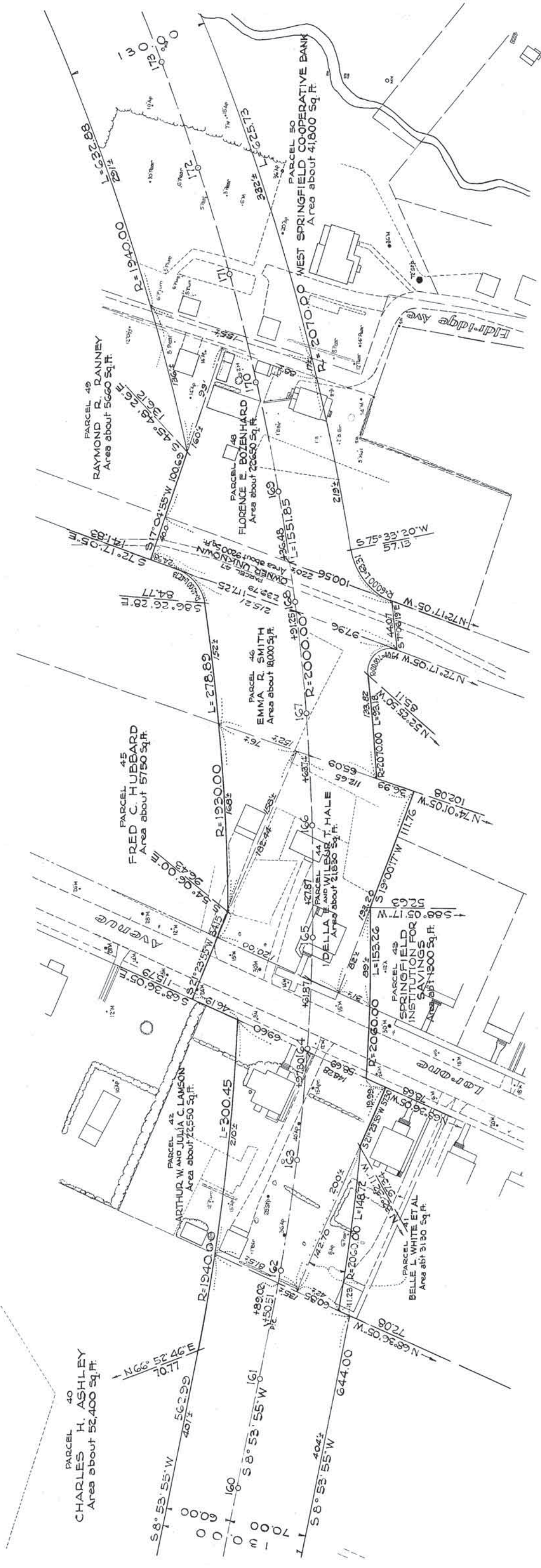




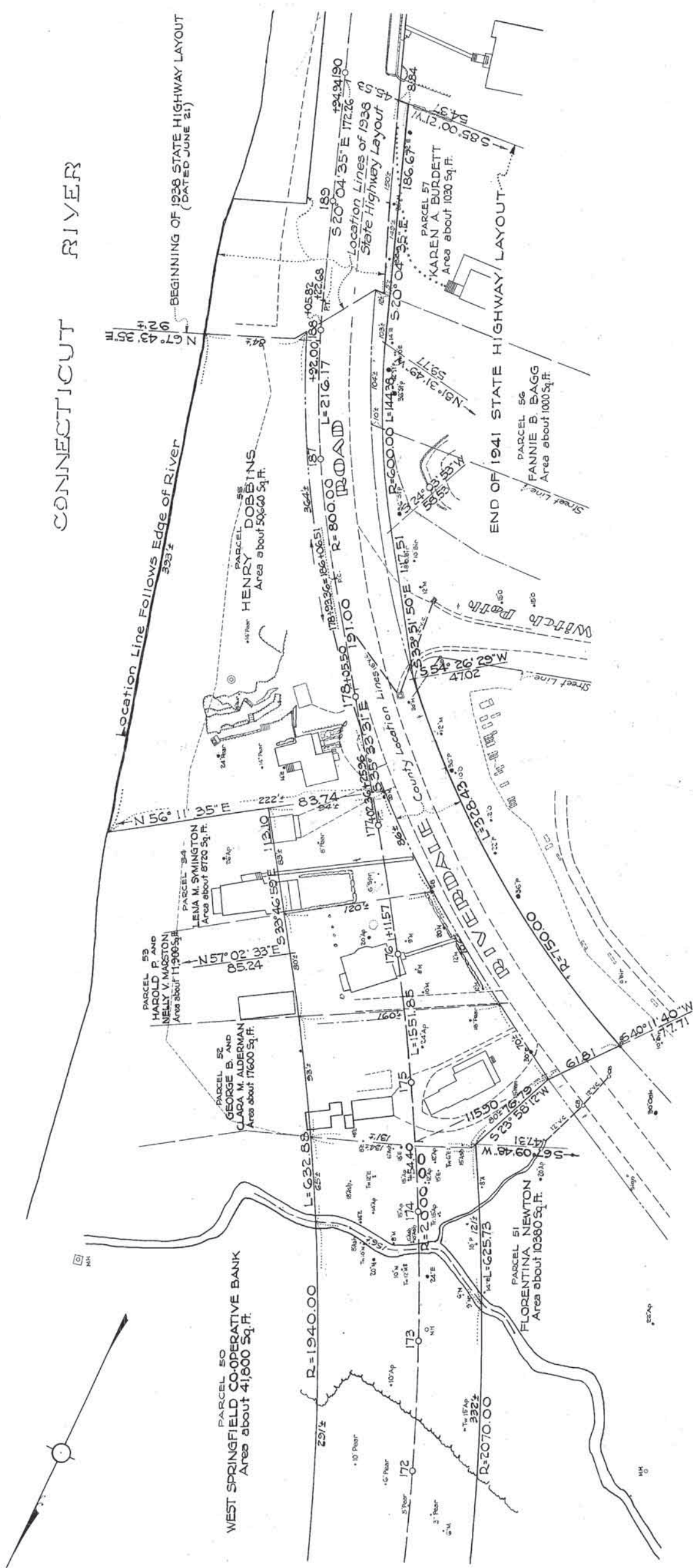
[illegible]







CONNECTICUT RIVER



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 3375 and
Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on May 13, 1941, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway about two miles of road in the town of WEST SPRINGFIELD, county of Hampden, the layout being located in part on Riverdale Road, so called, and in part on a cut-off or new location for said road, beginning about 500 feet southerly of Wayside Avenue, so called, and extending in a general southerly direction to the northerly end of the State highway laid out under date of June 21, 1938.

The section of State highway hereby laid out is more fully described as follows:

The base line of location of the section of State highway hereby laid out is that of a survey made by the engineers of the Department in September, 1935, and begins at a point in the present roadway about 500 feet southerly of Wayside Avenue, as aforesaid, said point being shown on plan as station 74+18.60, and extends thence south $4^{\circ} 59' 20''$ east 1804.03 feet; thence by a curve to the right of 1599.91 feet radius 550.14 feet; thence south $14^{\circ} 42' 45''$ west 444.29 feet; thence by a curve to the right of 2600.00 feet radius 91.58 feet; thence south $16^{\circ} 43' 50''$ west 1400.21 feet; thence by a curve to the right of 2600.00 feet radius 434.50 feet; thence south $26^{\circ} 18' 20''$ west 365.29 feet; thence by a curve to the left of 1120.08 feet radius 451.15 feet; thence south $3^{\circ} 13' 40''$ west 1532.63 feet; thence south $8^{\circ} 53' 55''$ west 1658.09 feet; thence by a curve to the left of 2000.00 feet radius 1551.85 feet; thence south $35^{\circ} 33' 31''$ east 191.00 feet to a point shown on plan as station 178+93.36; said point equaling station 186+06.51 for the line ahead; thence by a curve to

the right of 800.00 feet radius 216.17 feet; thence south $20^{\circ} 04' 35''$ east 172.26 feet to a point at the end of the layout, on the base line of the aforesaid 1938 State highway layout, shown on plan as station 189+94.94 (being also the same station of the aforesaid 1938 State highway layout base line.

The total length of State highway hereby laid out is 10,674.07 feet (from station 74+18.60 to station 188+05.82).

The easterly line of location of the section of State highway hereby laid out begins at a point on the easterly location line of the 1895 county layout, bearing south $60^{\circ} 59' 20''$ east and 39.81 feet distant from the point of beginning of the above-described base line shown on plan as station 74+18.60, and extends thence, following said county location line, south $4^{\circ} 59' 20''$ east 75.26 feet to a point bearing south $78^{\circ} 44' 20''$ east and 34.37 feet distant from station 75+06.50; thence leaving said county location line and extending south $78^{\circ} 44' 20''$ east 6.78 feet to a point bearing south $78^{\circ} 44' 20''$ east and 41.16 feet distant from said station 75+06.50; thence south $5^{\circ} 49' 52''$ east 781.38 feet to a point bearing north $85^{\circ} 00' 40''$ east and 51.00 feet distant from station 82+99.31; thence south $5^{\circ} 33' 43''$ east 922.79 feet to a point bearing north $84^{\circ} 27' 54''$ east and 60.22 feet distant from station 92+22.63; thence by a curve to the right of 1388.00 feet radius 173.35 feet to a point bearing south $89^{\circ} 01' 37''$ east and 60.12 feet distant from station 93+89.11; thence south $61^{\circ} 36' 45''$ east 76.86 feet to a point on the northwesterly location line of Ashley Avenue, so called, bearing south $87^{\circ} 51' 14''$ east and 128.71 feet distant from station 94+21.86; thence, crossing Ashley Avenue, south $47^{\circ} 51' 45''$ east 49.50 feet to a point on the southeasterly location line thereof, bearing south $86^{\circ} 49' 21''$ east and 166.92 feet distant from station 94+50.67; thence, following said southeasterly location line of Ashley Avenue, south $42^{\circ} 08' 15''$ west 135.12 feet to a point bearing south $83^{\circ} 14' 52''$ east and 85.24 feet distant from station 95+50.49; thence leaving said Ashley Avenue location line and extending by a curve to the left of 180.00 feet radius 86.34 feet to a point bearing south $80^{\circ} 29' 45''$ east and 55.61 feet distant from station 96+27.34; thence south $14^{\circ} 39' 19''$ west 665.08 feet to a point bearing north $82^{\circ} 18' 03''$ east and 55.22 feet distant from station 103+08.64; thence south $15^{\circ} 44' 01''$ west 267.15 feet to a point bearing south $73^{\circ} 16' 10''$ east and 54.93 feet distant from station 105+52.91; thence south $16^{\circ} 46' 31''$ west 1325.20 feet to a point bearing south $69^{\circ} 37' 13''$ east and 59.28 feet distant from station 118+74.44; thence by a curve to the right of 1228.00 feet radius 231.27 feet to a point bearing north $80^{\circ} 41' 35''$ east and 75.92 feet distant from station 121+43.35; thence south $27^{\circ} 33' 57''$ west 245.10 feet to a point bearing south $63^{\circ} 41' 40''$ east and 56.33 feet distant from station 123+44.18; thence by a curve to the left of 1440.00 feet radius 636.63 feet to a point bearing south $54^{\circ} 06' 02''$ east and 92.87 feet distant from station 129+59.79; thence south $2^{\circ} 14' 06''$ west 690.18 feet

to a point bearing south $86^{\circ} 46' 20''$ east and 90.13 feet distant from station 137+00; thence south $3^{\circ} 22' 07''$ west 462.23 feet to a point bearing south $86^{\circ} 37' 53''$ east and 89.00 feet distant from station 141+62.01; thence by a curve to the right of 4097.00 feet radius 395.44 feet to a point bearing south $81^{\circ} 06' 05''$ east and 75.00 feet distant from station 145+49.87; thence south $8^{\circ} 53' 55''$ west 1002.51 feet to a point bearing south $72^{\circ} 06' 05''$ east and 75.94 feet distant from station 155+40.50; thence north $72^{\circ} 06' 05''$ west 15.19 feet to a point bearing south $72^{\circ} 06' 05''$ east and 60.75 feet distant from said station 155+40.50; thence south $8^{\circ} 53' 55''$ west 562.99 feet to a point bearing north $66^{\circ} 52' 46''$ east and 70.77 feet distant from station 161+50.51; thence by a curve to the left of 1940.00 feet radius 300.45 feet to a point on the northerly location line of Larone Avenue, so called, bearing south $68^{\circ} 36' 05''$ east and 69.60 feet distant from station 163+97.80 of the above-described base line; thence, following said location line of Larone Avenue, south $68^{\circ} 36' 05''$ east 46.19 feet to a point bearing south $68^{\circ} 36' 05''$ east and 115.79 feet distant from said station 163+97.80; thence, crossing Larone Avenue, south $21^{\circ} 23' 55''$ west 84.15 feet to a point bearing south $54^{\circ} 06' 00''$ east and 96.43 feet distant from station 164+61.87; thence southerly by a curve to the left, as shown on plan, of 1930.00 feet radius 278.89 feet to a point bearing south $86^{\circ} 26' 28''$ east and 84.77 feet distant from station 167+91.25; thence by a curve to the left of 40.00 feet radius 42.73 feet to a point bearing south $72^{\circ} 17' 05''$ east and 117.25 feet distant from said station 167+91.25; thence south $72^{\circ} 17' 05''$ east 24.58 feet to a point bearing south $72^{\circ} 17' 05''$ east and 141.83 feet distant from the aforesaid station 167+91.25; thence south $17^{\circ} 04' 55''$ west 100.69 feet to a point bearing south $45^{\circ} 48' 26''$ east and 136.12 feet distant from station 168+36.48; thence southeasterly by a curve to the left, as shown on plan, of 1940.00 feet radius 632.88 feet to a point bearing north $57^{\circ} 02' 33''$ east and 85.24 feet distant from station 176+11.57; thence south $33^{\circ} 46' 59''$ east 113.10 feet to a point bearing north $56^{\circ} 11' 35''$ east and 83.74 feet distant from station 177+25.96; thence north $56^{\circ} 11' 35''$ east to the westerly edge of the Connecticut River; thence following said edge of river southerly to the end of the layout at a junction with the easterly location line of the aforesaid 1938 State highway layout, bearing north $67^{\circ} 43' 35''$ east and about 92 feet distant from station 187+92.00 of the above-described base line.

The westerly line of location of the section of State highway hereby laid out begins at a point on the westerly location line of the aforesaid 1895 county layout, bearing north $60^{\circ} 59' 20''$ west and 39.81 feet distant from the point of beginning of the above-described base line shown on plan as station 74+18.60, and extends thence, leaving said 1895 county location line, north $60^{\circ} 59' 20''$ west 13.98 feet to a point bearing north $60^{\circ} 59' 20''$ west and 53.79 feet distant from said station

74+18.60; thence southerly by a curve to the left, as shown on plan, of 4056.00 feet radius 121.07 feet to a point bearing south $81^{\circ} 03' 04''$ west and 44.73 feet distant from station 75+06.50; thence south $5^{\circ} 49' 52''$ east 773.49 feet to a point bearing south $85^{\circ} 00' 40''$ west and 33.25 feet distant from station 82+83.00; thence north $85^{\circ} 00' 40''$ east 1.25 feet to a point bearing south $85^{\circ} 00' 40''$ west and 32.00 feet distant from said station 82+83.00; thence south $4^{\circ} 59' 20''$ east 446.00 feet to a point bearing south $85^{\circ} 00' 40''$ west and 32.00 feet distant from station 87+29.00; thence south $85^{\circ} 00' 40''$ west 1.00 foot to a point again on said 1895 county location line bearing south $85^{\circ} 00' 40''$ west and 33.00 feet distant from said station 87+29.00; thence following said county location line south $4^{\circ} 59' 20''$ east 423.46 feet to a point bearing south $85^{\circ} 00' 40''$ west and 33.00 feet distant from station 91+52.46; thence leaving said county location line and extending by a curve to the right of 1732.00 feet radius 344.66 feet to a point bearing north $84^{\circ} 55' 05''$ west and 43.19 feet distant from station 95+03.85; thence by a curve to the right of 2109.80 feet radius 303.52 feet to a point bearing north $75^{\circ} 17' 15''$ west and 43.04 feet distant from station 98+14.79; thence south $14^{\circ} 39' 19''$ west 319.80 feet to a point bearing north $75^{\circ} 17' 15''$ west and 42.72 feet distant from station 101+34.59; thence by a curve to the right of 3972.00 feet radius 127.60 feet to a point bearing south $59^{\circ} 24' 34''$ west and 63.46 feet distant from station 102+17.06; thence south $16^{\circ} 29' 45''$ west 1131.17 feet to a point again on the aforesaid county location line bearing north $73^{\circ} 16' 10''$ west and 40.00 feet distant from station 113+94.90; thence following said county location line south $16^{\circ} 43' 50''$ west 405.69 feet to a point bearing north $71^{\circ} 13' 02''$ west and 38.36 feet distant from station 118+01.98; thence leaving said county location line and extending by a curve to the right of 1680.00 feet radius 280.75 feet to a point again on said county location line, bearing north $7^{\circ} 11' 11''$ west and 67.05 feet distant from station 121+43.35; thence following said county location line south $26^{\circ} 18' 20''$ west 423.73 feet to a point bearing north $67^{\circ} 35' 21''$ west and 37.09 feet distant from station 125+08.64; thence by a curve to the left of 1131.00 feet radius 455.55 feet to a point bearing north $74^{\circ} 21' 04''$ west and 36.76 feet distant from station 129+59.79; thence south $3^{\circ} 13' 40''$ west 489.82 feet to a point bearing north $86^{\circ} 46' 20''$ west and 35.90 feet distant from station 134+41.71; thence by a curve to the right of 863.18 feet radius 193.89 feet to a point bearing north $86^{\circ} 46' 20''$ west and 57.59 feet distant from station 136+33.97; thence south $16^{\circ} 05' 53''$ west 335.39 feet to a point bearing north $86^{\circ} 46' 20''$ west and 132.29 feet distant from station 139+60.94; thence by a curve to the right of 1044.91 feet radius 202.34 feet to a point bearing south $87^{\circ} 01' 53''$ west and 197.27 feet distant from station 141+31.33; thence south $27^{\circ} 11' 35''$ west 61.16 feet to a point bearing north $62^{\circ} 48' 25''$ west and 241.81 feet distant from station 143+06.73 of the above-described base line;

thence leaving said county location line and extending (across Riverdale Road) south $62^{\circ} 48' 25''$ east 76.00 feet to a point bearing north $62^{\circ} 48' 25''$ west and 165.81 feet distant from said station 143+06.73; thence north $27^{\circ} 11' 35''$ east 160.28 feet to a point bearing north $62^{\circ} 48' 25''$ west and 94.56 feet distant from station 141+31.33; thence south $62^{\circ} 48' 25''$ east 17.03 feet to a point bearing north $62^{\circ} 48' 25''$ west and 77.53 feet distant from said station 141+31.33; thence south $3^{\circ} 22' 07''$ west 62.00 feet to a point bearing north $86^{\circ} 37' 53''$ west and 71.00 feet distant from station 141+62.01; thence by a curve to the right of 3937.00 feet radius 379.99 feet to a point bearing north $81^{\circ} 06' 05''$ west and 85.00 feet distant from station 145+49.87; thence south $8^{\circ} 53' 55''$ west 977.17 feet to a point bearing north $72^{\circ} 06' 05''$ west and 86.06 feet distant from station 155+40.50; thence south $72^{\circ} 06' 05''$ east 15.19 feet to a point bearing north $72^{\circ} 06' 05''$ west and 70.87 feet distant from said station 155+40.50; thence south $8^{\circ} 53' 55''$ west 644.00 feet to a point bearing north $68^{\circ} 36' 05''$ west and 72.08 feet distant from station 161+89.02; thence south $68^{\circ} 36' 05''$ east 11.23 feet to a point bearing north $68^{\circ} 36' 05''$ west and 60.85 feet distant from said station 161+89.02; thence southerly by a curve to the left, as shown on plan, of 2060.00 feet radius 148.72 feet to a point bearing north $32^{\circ} 32' 11''$ west and 97.34 feet distant from station 163+97.80; thence south $21^{\circ} 23' 55''$ west 57.30 feet to a point on the northerly location line of Larone Avenue, bearing north $68^{\circ} 36' 05''$ west and 78.68 feet distant from said station 163+97.80; thence, following said Larone Avenue location line south $68^{\circ} 36' 05''$ east 19.99 feet to a point bearing north $68^{\circ} 36' 05''$ west and 58.69 feet distant from said station 163+97.80; thence southerly by a curve to the left (having the same center as the last mentioned curve) of 2060.00 feet radius 153.26 feet to a point bearing south $88^{\circ} 05' 17''$ west and 52.63 feet distant from station 165+27.87; thence south $19^{\circ} 00' 17''$ west 111.76 feet to a point bearing north $74^{\circ} 01' 05''$ west and 102.08 feet distant from station 166+63.74; thence south $74^{\circ} 01' 05''$ east 36.99 feet to a point bearing north $74^{\circ} 01' 05''$ west and 65.09 feet distant from said station 166+63.74; thence southerly by a curve to the left, as shown on plan, of 2070.00 feet radius 93.18 feet to a point bearing north $52^{\circ} 25' 50''$ west and 85.11 feet distant from station 167+91.25; thence by a curve to the right of 20.00 feet radius 40.64 feet to a point bearing north $72^{\circ} 17' 05''$ west and 97.96 feet distant from said station 167+91.25; thence south $7^{\circ} 06' 19''$ east 44.07 feet to a point bearing north $72^{\circ} 17' 05''$ west and 100.56 feet distant from station 168+36.48; thence southeasterly to southerly by a curve of 60.00 feet radius 63.31 feet to a point bearing south $75^{\circ} 33' 20''$ west and 57.13 feet distant from said station 168+36.48; thence by a curve to the left of 2070.00 feet radius 625.73 feet to a point bearing south $67^{\circ} 09' 48''$ west and 47.31 feet distant from station 174+54.40; thence south $23^{\circ} 58' 12''$ west 76.79 feet to a point on the northeasterly location line of the present county layout on Riverdale Road, bearing south $40^{\circ} 11' 40''$ west and 115.90 feet distant from said station

174+54.40; thence, crossing Riverdale Road, south $40^{\circ} 11' 40''$ west 61.81 feet to a point on the southwesterly location line of said county layout, bearing south $40^{\circ} 11' 40''$ west and 177.71 feet distant from the aforesaid station 174+54.40; thence, following said county location line, southeasterly by a curve to the right, as shown on plan, of 750.00 feet radius 328.43 feet to a point bearing south $54^{\circ} 26' 29''$ west and 47.02 feet distant from station 178+05.50; thence leaving said county location line and extending south $33^{\circ} 51' 50''$ east 117.51 feet to a point bearing south $24^{\circ} 03' 53''$ west and 58.53 feet distant from station 178+93.36; thence by a curve to the right of 600.00 feet radius 144.38 feet to a point bearing north $81^{\circ} 31' 49''$ west and 59.77 feet distant from station 188+22.68 of the above-described base line; thence south $20^{\circ} 04' 35''$ east 186.67 feet to a point bearing south $85^{\circ} 00' 21''$ west and 54.37 feet distant from the point of ending of said base line shown on plan as station 189+94.94; thence north $85^{\circ} 00' 21''$ east 8.84 feet to a point at the end of the layout, on the westerly location line of the aforesaid 1938 State highway layout, said point bearing south $85^{\circ} 00' 21''$ west and being 45.53 feet distant from said station 189+94.94.

The northerly end of the section of State highway hereby laid out is defined by a straight line bearing north $60^{\circ} 59' 20''$ west and 79.62 feet in length, extending between the points of beginning of the above-described easterly and westerly location lines.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the layout, with intermediate bounds at points bearing south $73^{\circ} 16' 10''$ east and north $73^{\circ} 16' 10''$ west and 54.60 feet and 41.72 feet distant respectively from station 109+75.00.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the town of West Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of West Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan drawn by R. W. Coburn, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of West Springfield Hampden County Laid out as a State Highway by the Department of Public Works May 13, 1941. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Roman Catholic Bishop of Springfield	5,980	\$1.00
2	Vernon A. Doty	1,980	1.00
3	Wayside Food Shop, Inc.	9,200	1.00
4	Edwin N. Anderson	4,240	1.00
5	Colonial Fried Products, Inc.	18,700	1.00
6	Joseph L. and Muriel H. McGrath	230	1.00
7	Mary R. and Walter R. Pierce	1,240	1.00
8	Colonial Fried Products, Inc.	1,130	1.00
9	Louis C. Gaines, Trustee for Florence L. Corey	1,450	1.00
10A	Louis C. Gaines, Trustee for Florence L. Corey	130	1.00
10B	Raymond H. and Grace L. Bagg	280	1.00
11	Raymond H. Bagg	3,670	1.00
12	Lura M. Lyman	1,220	1.00
13	Lyman E. Jennison	1,520	1.00
14	Louise T. Gammons et als	1,620	1.00
15	Walter H. Pierce	1,430	1.00
16	Louise T. Gammons et als	1,320	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
17	Walter R. and Frank P. Pierce	950	\$1.00
18	Walter H. and Mary A. Pierce	1,180	1.00
19	Louise T. Gammons et als.	3,870	1.00
20	Ella W. Bagg	300	1.00
21	The Federal Land Bank of Springfield	3,160	1.00
22	Myron L. and Alice L. Brown	40	1.00
23	Estate of John E. McNerney	3,170	1.00
24	Beverly Realty Corporation of Holyoke	100	1.00
25	Springfield Five Cents Savings Bank	1,650	1.00
26	Vernon A. Doty	4,480	1.00
27	1929 Realty Corporation	6	1.00
28	Mabel E. Woodburn	210	1.00
29	Mabel E. Woodburn	555	1.00
30	Springfield Street Railway Company	22,245	1.00
31	1929 Realty Corporation	360	1.00
32	1929 Realty Corporation	11,600	1.00
33	Harold E. White et als	14,800	1.00
34	Nellie W. Bagg	23,100	1.00
35	Millelm Realty Corporation	228,800	1.00
36	Millelm Realty Corporation	1,480	1.00
37	Edelweiss Chalet, Inc.	755	1.00
38	Robert E. Demary	41,600	1.00
39	Maria L. Lynch et als	31,720	1.00
40	Charles H. Ashley	52,400	1.00
41	Belle L. White et als	3,130	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
42	Arthur W. and Julia C. Lamson	22,550	\$1.00
43	Springfield Institution for Savings	1,300	1.00
44	Idella E. and Wilbur T. Hale	21,830	1.00
45	Fred C. Hubbard	5,750	1.00
46	Emma R. Smith	18,000	1.00
47	Owner unknown	9,200	1.00
48	Florence E. Bozenhard	22,650	1.00
49	Raymond R. Ranney	5,660	1.00
50	West Springfield Cooperative Bank	41,800	1.00
51	Florentina Newton	10,380	1.00
52	George B. and Clara M. Alderman	17,600	1.00
53	Harold P. and Nellie V. Marston	11,900	1.00
54	Lena M. Symington	8,720	1.00
55	Henry Dobbins	50,660	1.00
56	Fannie B. Bagg	1,000	1.00
57	Karen A. Burdett	1,030	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the lands so taken before the twentieth day of June, 1941.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the town in which said way is located, certified copies of said plan and certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirteenth day of May, 1941.

<u>Herman A. MacDonald</u>	}	Department
<u>Paul C. Ryan</u>		of
<u>George W. Schryver</u>		Public Works

A true copy.

Attest:

Mary A. Tilly
Secretary



End of Book ~ State Highways ~ West Springfield